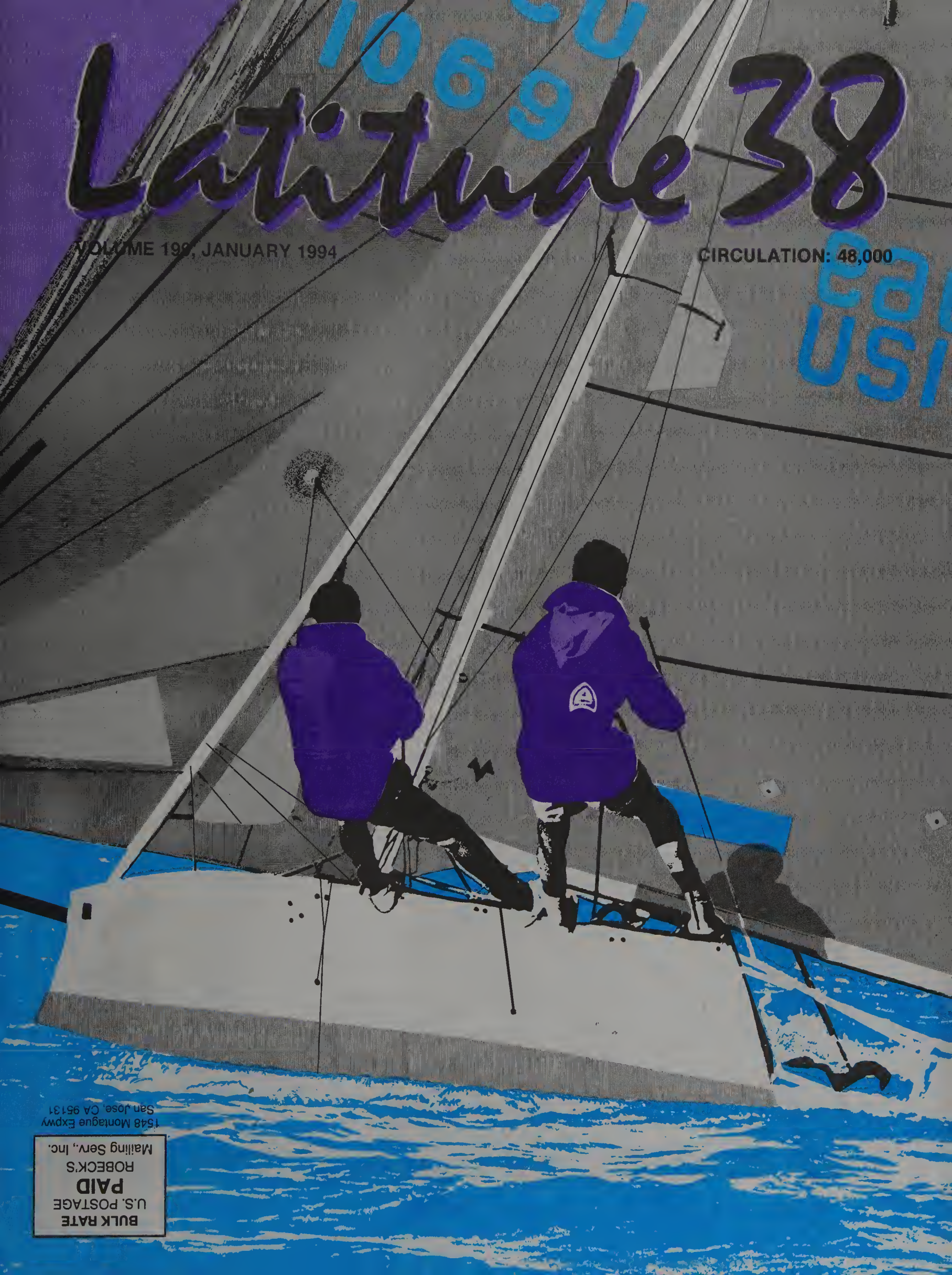


# Latitude 38

VOLUME 199, JANUARY 1994

CIRCULATION: 48,000



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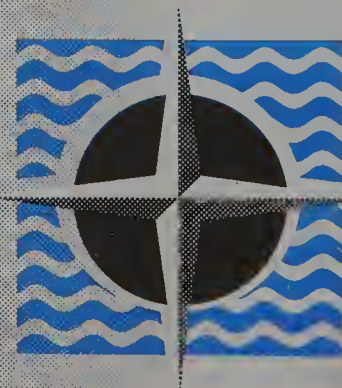
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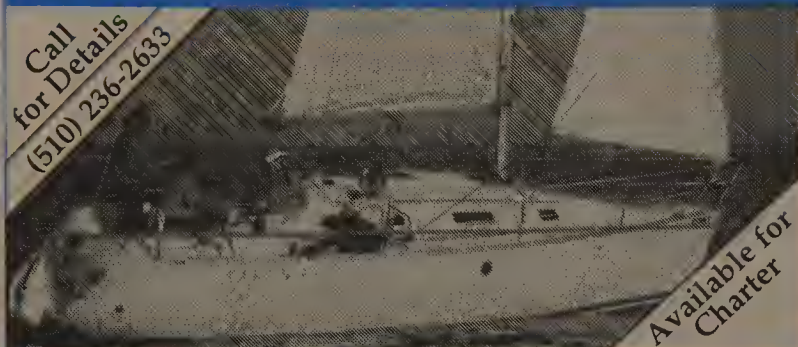
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Feb. 26th  
For our Winter  
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- Charter Placement Seminar
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R.S.V.P.



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*Wet and wired*

Graphic Design: Colleen

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.



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OUR  
DOCKS



Island Packet 44  
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**FREE** Boat Show with over 30  
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the income to expect

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~ R.S.V.P. ~



## THE BEST USED BOATS IN THE BAY AREA



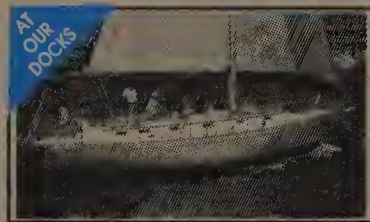
**ISLANDER 28, 1983.** New epoxy bottom. You will be impressed with a very clean and attractive interior. Perfect starter boat, designed by Bob Perry. **\$24,900.**



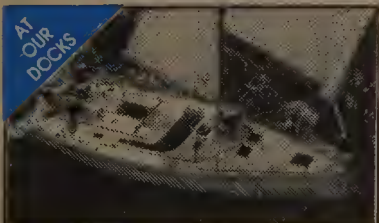
**CATALINA 36, 1985.** Nicely equipped with dagger, furling jib, dinghy, refrigeration, and more. Clean and ready to go for **\$60,000.** Sistership.



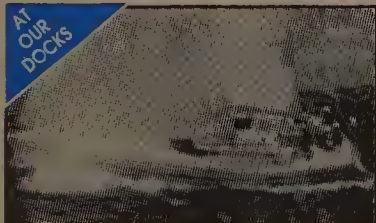
**ISLANDER 36.** Great Bay boat, diesel. Excellent sail inventory. Price to sell. **\$37,500.**



**HYLAS 44, 1984.** Very well designed aft cabin layout. Priced way below market for a quick sale. A "must see". **\$149,500.**



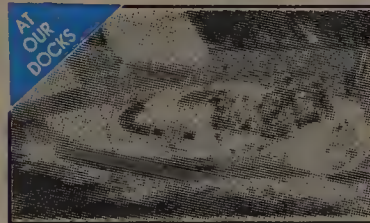
**1988 BENETEAU 432.** New engine. Freezer, autopilot, electric windlass. Priced to sell at **\$109,000.**



**BENETEAU OCEANIS 390.** Classic version. A proven offshore cruiser loaded with inverter, radar. Must see at **\$120,000.**



**BENETEAU OCEANIS 370.** Furling mainsail and jib make for easy cruising at its best. Many extras, super condition, well priced at **\$112,000.**



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## PARTIAL BROKERAGE LIST

### SAIL

27' CAL 2-27, 1976	11,900
27' CATALINA, 1974	reduced to 12,500
27' ISLAND PACKET, 1988	55,000
28' ISLANDER, 1984	24,900
29' CAL 2-29, 1974 cruise equipped	23,900
30' LANCER, 1985	24,995
30' ALBIN BALLAD, 1978, excellent	19,500
31' ISLAND PACKET, 1986	69,000
33' PEARSON, 1986	55,000
34' WYLLIE, 1980	33,000
35' NIAGARA, 1981	59,500
35' ISLAND PACKET, 1989	129,000
36' ISLANDER, 1976, diesel	37,500
36' PEARSON, 1985	69,500
36' CATALINA, 1985	60,000
37' PASSPORT, 1988	139,000

### SAIL - cont'd

38' ISLAND PACKET, 1989	139,500
38' BALTIC, 1983	135,000
38' CABO RICO, 1988	160,000
38' CALIBER, 1988	134,000
40' PASSPORT, 1982	135,000
40' X-119, 1990	128,000
40' CAPE DORY, 1985	135,000
40' TARTAN, 1986	145,000
41' MORGAN OI, 1979, clean cruiser	65,000
41' NELSON-MAREK, 1982	59,900
41' C&C, 1984	99,500
42' TARTAN, 1982	115,000
43' MASON, 1982	145,000
44' HYLAS, 1985	priced to sell 149,500
46' FRERS/PJ ALUMINUM, 1976	99,000
49' TASWELL, 1991	449,000

### BENETEAU BROKERAGE

34' BENETEAU OCEANIS 350, 1988	59,975
37' BENETEAU OCEANIS 370, 1991	112,000
39' BENETEAU 390, 1990	120,000
40' BENETEAU 405, 1988	135,000
42' BENETEAU, 1985	119,500
43' BENETEAU 432, 1987, new eng	109,000
45' BENETEAU FIRST 45f5, 1991	239,000
45' BENETEAU 456, 1983	135,000

### POWER BROKERAGE

27' SEA RAY, engine overhaul	23,000
31' TIARA HARDTOP, 1984	offers/83,500
31' TIARA FLYBRIDGE, 1988	110,000
32' BAYLINER 3105, 1979	35,000
33' TIARA OPEN, 1990	119,500
52' BESTWAY, 1987	239,000



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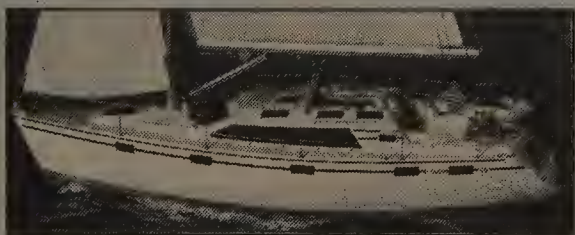
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CAL 2-27 .....	\$ 10,400	PASSPORT 37 .....	\$ 119,000
ERICSON 28 .....	\$ 28,000	PEARSON 385 aft cabin ...	\$ 92,000
S2 30 Aft cockpit.....	\$ 27,900	IRWIN 39 .....	SOLD
ISLANDER 30, 1984 .....	\$ 27,500	CT 41 .....	\$ 65,000
DUFOUR 30 .....	\$ 14,995	PASSPORT 42 .....	\$225,000
OLSON 911S .....	\$ 49,500	PASSPORT 45 .....	\$139,500
JEANNEAU 34 .....	\$ 47,900	FUJI 45 .....	\$129,500



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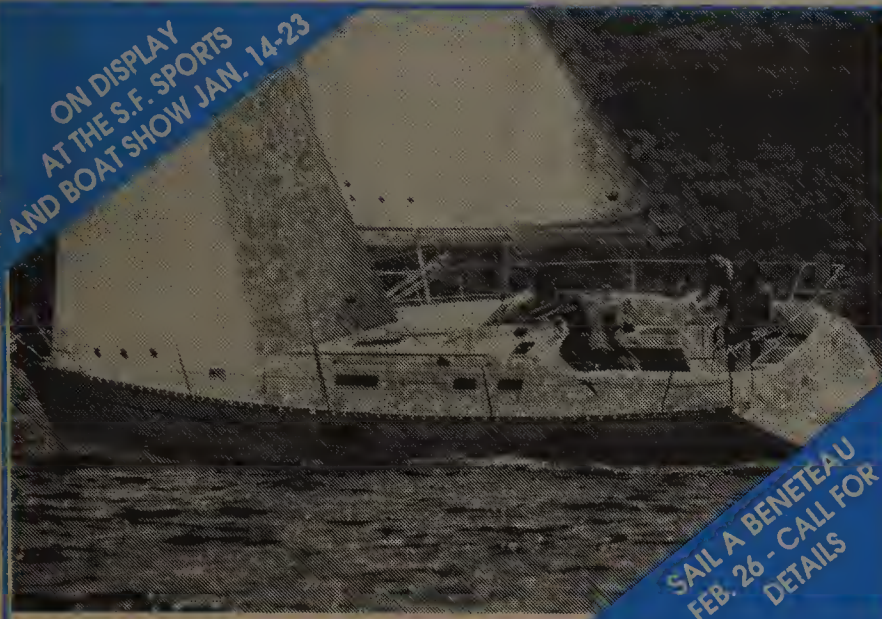


# BENETEAU

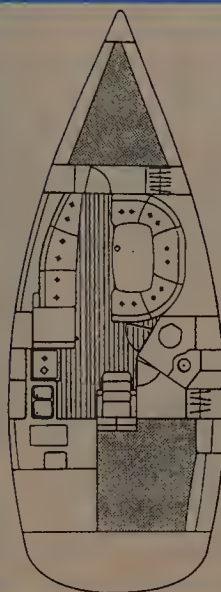
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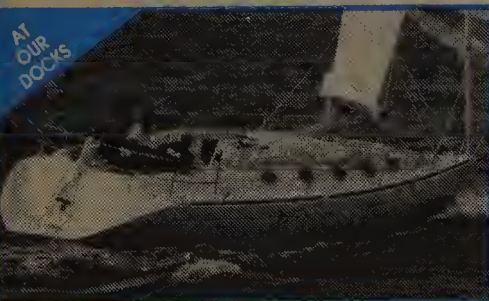
### The Beneteau Difference

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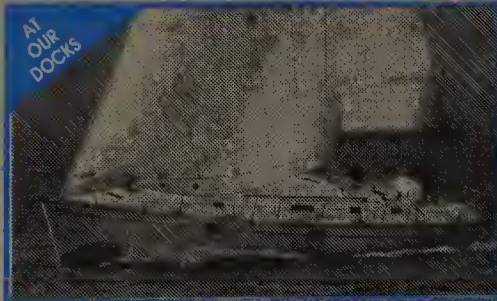
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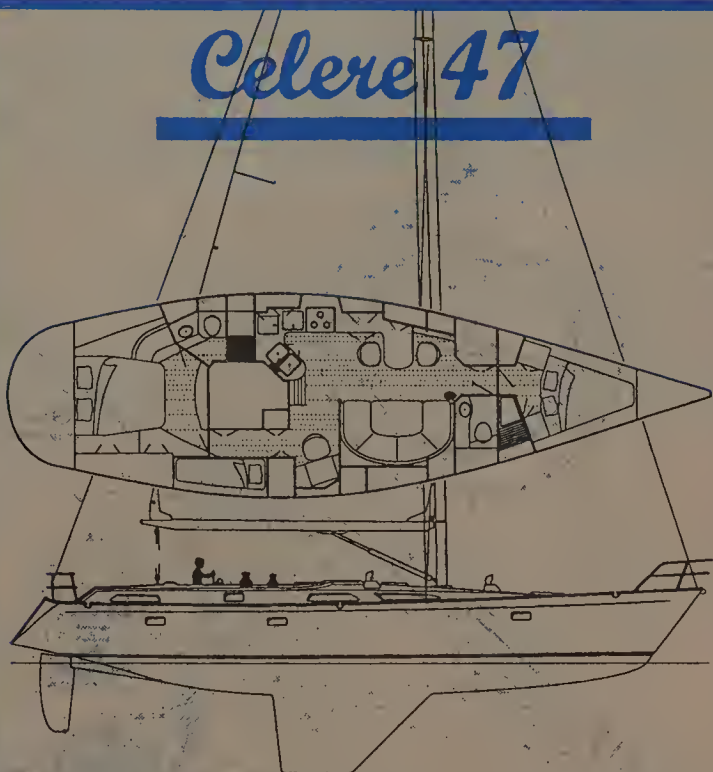
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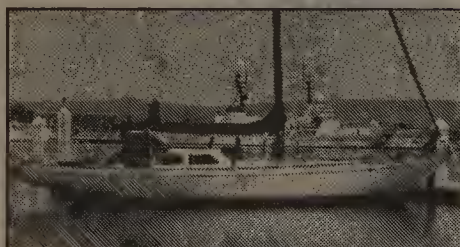
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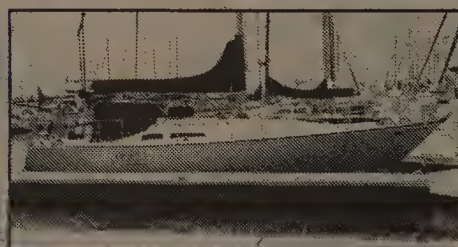
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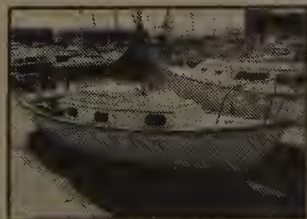
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28' BRISTOL Channel ctr .....	57,000	46' MORGAN .....	79,995
30' ISLANDER BAHAMA .....	25,000	47' JEANNEAU .....	149,500
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36' FREEPORT Islander .....	59,950	50' COLUMBIA .....	119,500
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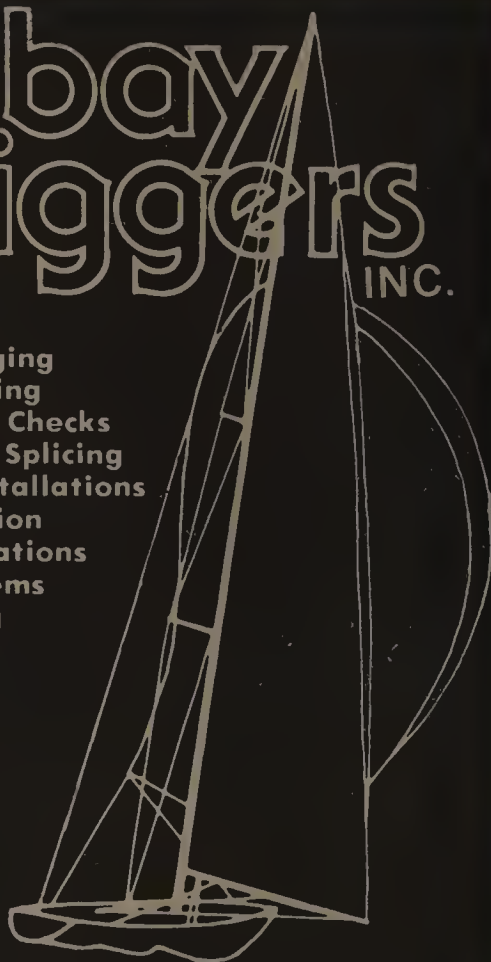
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Raytheon's waterproof<sup>\*</sup> RL 9 LCD Radar. It's our smallest

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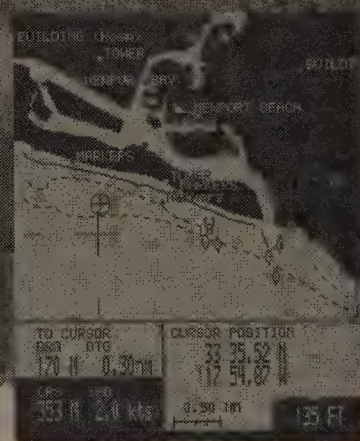
because it measures only 8" wide,

7.5" high, and 2.5" deep.

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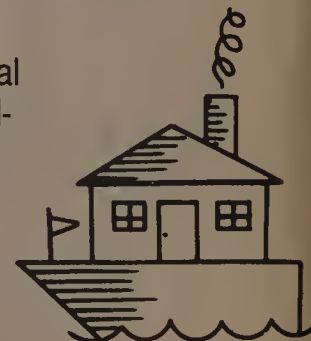
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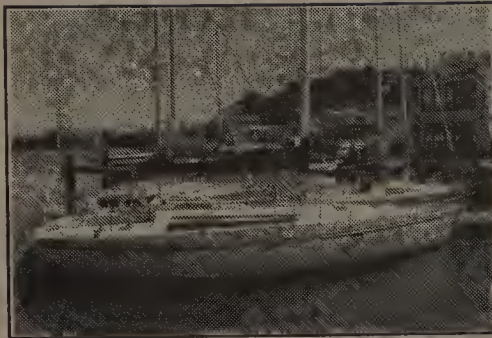
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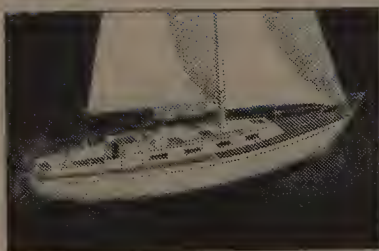
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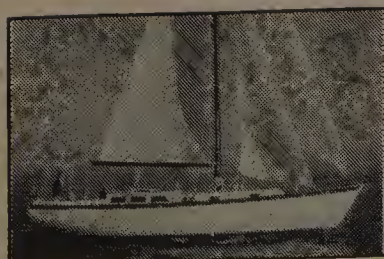
37' TAYANA CUTTER, '78 ..... 67,900  
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40' C&C, '82 ..... 72,000  
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45' LAPWORTH, '56 ..... 39,000  
57' RASMUSSEN KETCH, '25 ..... 58,000

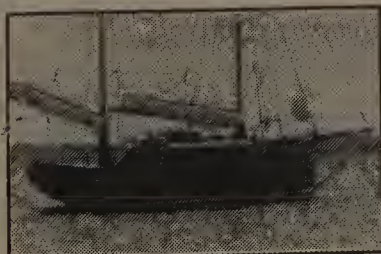
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48' C & C, '81 (Florida) ..... 189,500



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40' (LOA) ENGLISH GAFF ketch,  
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39' C&C CUTTER, 1973.  
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Fantastic, roomy, well-built, high  
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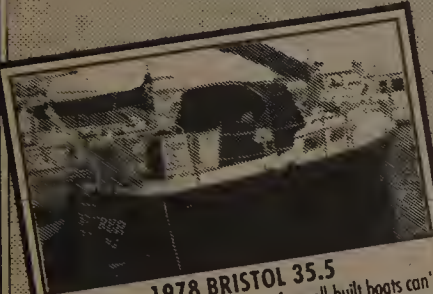
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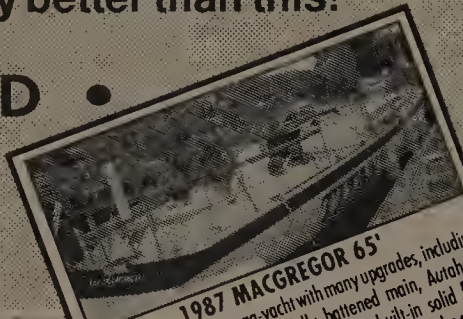
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Look at all the new listings Santa left you for Christmas.  
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**1978 BRISTOL 35.5**  
Bristol's well deserved reputation for well-built boats can't be more evident than in this eye-catching cruiser. An LP'd hull, dodger, and roller furl immediately set this yacht off as special. Add an integrated navigational system and Hood Stowaway boom, and she's exceptional as well. Asking just \$57,000.



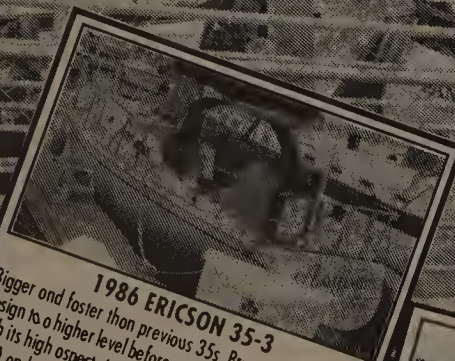
**1987 MACGREGOR 65'**  
A high performance mega-yacht with many upgrades, including radar, max prop, inverter, fully battened main, Autahelm flotation, an 80 hp diesel, safe, fast, and roomy all take on new meaning. Asking just \$135,000.



**1978 C & C 40'**  
An ideal candidate for conversion to a fast cruiser. Add a little here... change a little there... and, presto!... you're in Mexico! Has 5 year transferrable bottom warranty. Reduced over \$9,000 to just \$68,000.



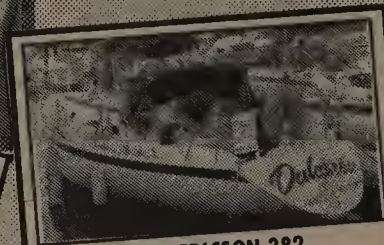
**1987 CATALINA 34'**  
A straightforward, uncluttered, up-to-date design for the weekending family with private staterooms forward and aft. Life doesn't have to be complicated, and it doesn't have to be expensive... \$54,000. You'll have money left to add what you want!



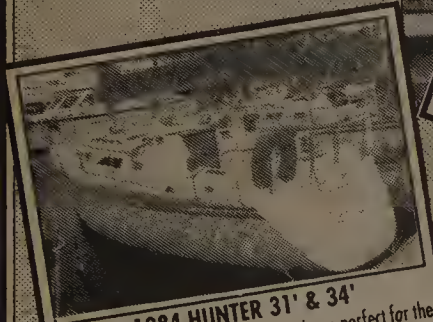
**1986 ERICSON 35-3**  
Bigger and faster than previous 35s, Bruce King took this design to a higher level before production ended at Ericson, with its high aspect rig. She's roomier, stiffer (competition keel) and more stylish than earlier models. With dodger, roller furl and all lines led aft, they don't come any simpler for \$69,900.



**1974 RANGER 33'**  
When was the last time you saw a Ranger 33' with a diesel, Awlgrip hull, and epoxied bottom... all for only \$25,000? Add CNG, pressure water and double sinks, and she becomes "rare". This one's in a time warp, don't miss her.



**1986 ERICSON 382**  
This highly sought after aft-stateroom, aft-head model has an epoxied bottom, roller furl, dodger, fully battened main, lazy jacks, plus a lot more. In excellent shape and only asking \$74,900.



**1984 HUNTER 31' & 34'**  
Abundantly roomy for their size, both are perfect for the cruising family or liveaboard couple. Either will be gentle on the budget while providing many days of safe, fun sailing. Just \$32,900 and \$39,000 respectively.

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31'	HUNTER	32,900
32'	GULF PH	42,500
33'	RANGER	25,000
33'	ENDEAVOUR	42,900
34'	HUNTER	39,000
34'	CATALINA	54,000
35'	ERICSON MKIII	69,900
35'	BRISTOL 35.5	57,000

## LIVEABOARD CRUISERS

33'	HANS CHRISTIAN	82,500
34'	TARTAN	75,000
35'	YOUNG SUN	62,500
37'	ENDEAVOUR	69,500
38'	MORGAN MoonShadow	54,500
38'	ERICSON 382	74,900
39'	ERICSON Flush Deck	35,000

## LIVEABOARD CRUISERS

40'	C & C	reduced to 68,000
43'	LANCER CC	72,000
44'	NORDIC	144,900
45'	LIBERTY 458	184,000
50'	FORCE 50	142,900
65'	MacGREGOR	135,000



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## CALENDAR

### Nonrace

**Jan. 5** — The Twelfth Day of Christmas.

**Jan. 8** — Hans Christian Owners Association General Meeting, 10 a.m. at Island YC. Joe or Sandi Tynik, (510) 523-0775.

**Jan. 8-9** — Open Boat Weekend at Marina Village ("Northern California's Largest Yacht Brokerage Center") in Alameda. Literally hundreds of new and used boats to check out! 10 a.m. to 4 p.m. both days, weather permitting. Harbormaster, (510) 521-0905.

**Jan. 9** — Whitbread Race, Leg Two on ESPN. 10:30 PST, we think. Broken rudders, wild surfing, icebergs — this is the leg that had it all. Don't miss this one!

**Jan. 9-11** — The tidebook calls for 5.3-knot ebbs each afternoon — if it rains, they could be even stronger. Be careful out there!

**Jan. 11** — An Evening with Dr. Kent Benedict, presented by West Marine and Ocean Voyages. Benedict, a collaborator on the book *When There is No Doctor*, will speak on prevention and treatment of those 'bad things' that can happen 'out there'. \$20; 7-9:30 p.m. at the EMT Training Center in Santa Cruz. Details, (415) 332-4681.

**Jan. 11** — "Round the World for the Second Time, Part II," presented by Don Sandstrom. Slides, advice, wine. Lee Sail Loft (Alameda), 7 p.m., free. Details, (510) 523-9011.

**Jan. 11-13** — "Boating Clean and Green," a seminar by Whitbread vet/sled sailor/author John Jourdan. Held at the following West Marine stores from 7-8:30 p.m.: Sausalito (1/11), Oakland (1/12) and Santa Cruz (1/13). Admission is \$5; advance purchase recommended. Call your nearest West Marine store for details.

**Jan. 12** — SSS TransPac Seminar #4: Communications and Electronics. Oakland YC; 7:30 p.m.; free. Dan Benjamin, (510) 423-1339.

**Jan. 12** — Ham Radio Classes begin at Oakland YC. A 10-week course for only \$20 designed to prepare you for the no-code FCC license exam. Hurry, limited to 30 student. OYC, (510) 522-6868.

**Jan. 14-23** — San Francisco Sports and Boat Show at the Cow Palace, now in its 52nd year. Admission is \$6; open weekdays noon until 10 p.m.; Saturdays 11 a.m. to 10 p.m.; Sundays 11 a.m. to 7 p.m. See *Sightings*. Info, 931-2500.

**Jan. 16** — Launching party for the sleek new Antrim 30+, 1-6 p.m. at the Encinal YC. Everyone's invited! Alameda Multihulls, (510) 523-8718.

**Jan. 18** — Dr. Kent Benedict again, this time at Sausalito YC. See January 11.

**Jan. 21** — Man overboard! Bill Forrest, who fell off his boat 9 miles off the shore of Costa Rica and lived to tell about it, will speak about his misadventure at the Encinal YC. Reread "Triumph of the Spirit" (*Latitude*, June '93) to refresh your memory beforehand. Details, (510) 522-3272.

**Jan. 25-27** — "Rigs and Rigging," a seminar with rigger/author Brion Toss. Held at the following West Marine locations: Sausalito (1/25), Oakland (1/26) and Santa Cruz (1/27). Same drill as on January 11-13.

**Jan. 26, 1911** — Aviation pioneer Glenn Curtiss (1878-1930) flew a seaplane for the first time off San Diego.

**Jan. 28** — Sobstad San Francisco's Third Annual Loft Party, an open house for all sailing industry professionals and sailors. Call (510) 234-8192 for directions or details.

**Jan. 29** — YRA/SBRA Race Management Seminar. Everything you need to know about running races on San Francisco Bay, including the new IYRU rule changes. All yacht clubs are encouraged to send their race committee chairman, their CROs ('certified race officers') and anyone else interested in race management. Free (with lunch available) at the Golden Gate YC, 8:30 a.m. until 4:00 p.m. RSVP, YRA office, 771-9500. Questions, call Ruth Schnapp, 668-3708.

**Feb. 4** — "Cruising the Leeward Islands in a 440-foot Totally Automated Luxury Sailboat," a free slide show by Bill Fellers. Stockdale Marine Theatre, Sacramento, 7:30 p.m.; Ryan, (916) 332-

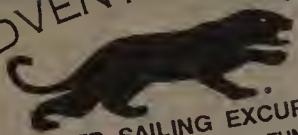


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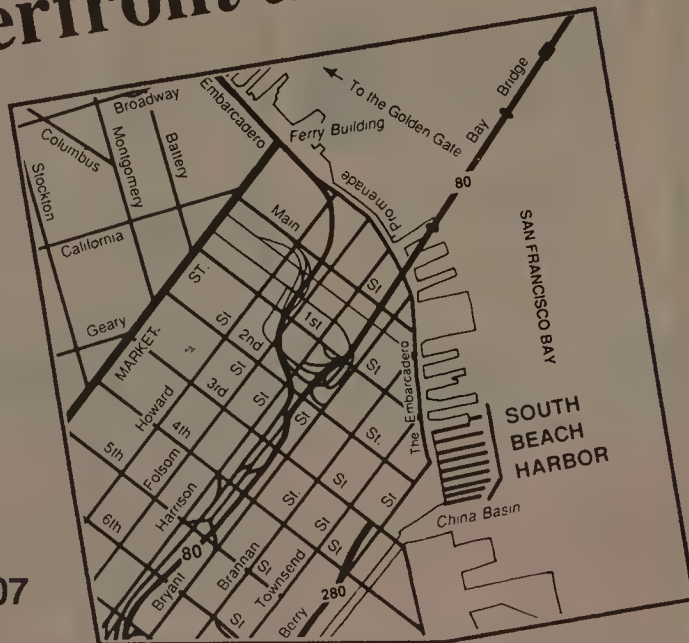


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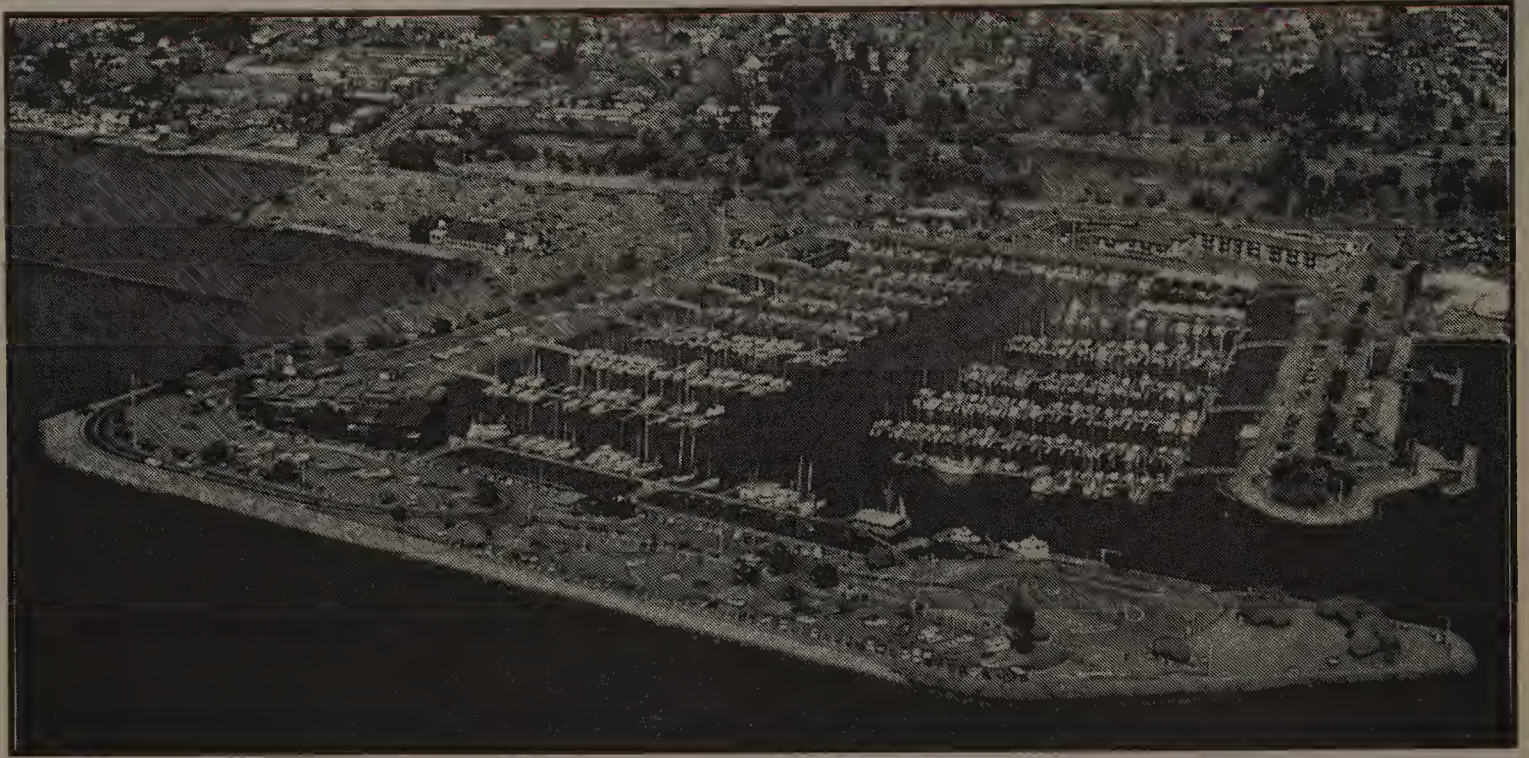
- Ideal sailing weather
- Walk to downtown, cable cars & Bart
- 500' guest dock, visitors welcome
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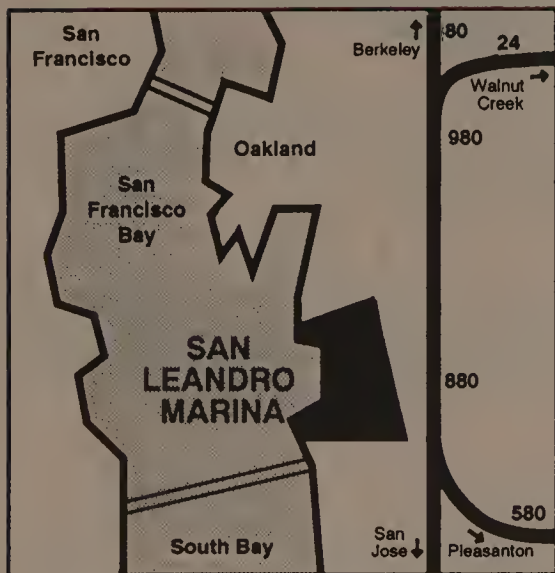


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We are the Swan experts. We are in daily contact with the factory and have the latest information concerning current projects and changes on earlier models.

Listed here is a small sample of some of the boats we have available. We have access to over 200 secondhand Swans, some in Europe.

For those interested in looking at European boats, we have established a program with Nautor to allow our clients to bring their boats back to the factory for "reconditioning". Not only is this a cost effective way to bring your boat to like-new standards, but the work will be performed by the people who know Swans best. Factory reconditioning will also significantly enhance the boat's resale value. This program is only available from the Paul Kaplan Co.

Whether it be new or secondhand, talk to the Swan experts, Paul Kaplan or Ken Keefe. Give us a call today.

**CHARTER A SWAN IN ST. MARTIN – CALL US FOR DETAILS**

Model	Year	Designer	Price
36	various	Frers	Inquire ☉
371	1980	Holland	129,500 ☉
391	1982	Holland	148,000 ➔
41	1974	S & S	95,000 ☉
411	1979	S & S	150,000 ☉
42	1981	Holland	166,000 ➔
44	1976	S & S	125,000 ☉
441	1979	S & S	160,000 ☉
46	several	Frers	Inquire ☉
47	1976	S & S	160,000 ➔
51	several	Frers	Inquire ☉
53	1990	Frers	555,000 ➔
57	various	S & S	Inquire ☉
59	1983	Frers	675,000 ➔
61	1985	Frers	650,000
65	1973	S & S	415,000 ➔
651	1982	Frers	875,000 ➔

➔ Prices are in foreign currencies and are based on 12/1/93 exchange rates.

☉ Boats are located on the West Coast.

## NAUTOR'S SWAN

Paul Kaplan Co. 10 Marina Boulevard San Francisco CA 94123 USA Fax 415 567 6725 Tel 415 567 6703

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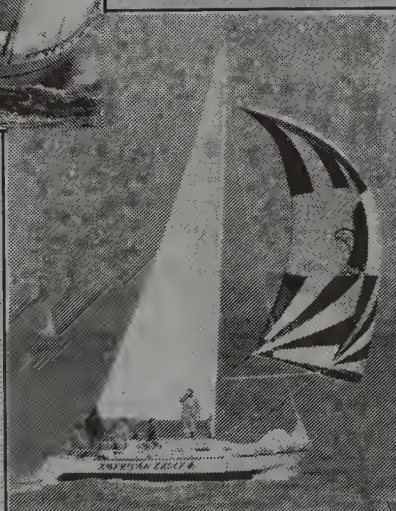
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29' J-Boat	19,500
32' Coronado	21,000
34' 11:Metre One Design	42,500
34' 11:Metre One Design	37,000
35' Santana	35,000
35' Santana	36,500
36' Lancer	38,500
36' Freedom	120,000
37' Grand Soleil	84,000
37' Express	80,000
38' Hood	139,000
39' Farallon Clipper	36,500
39' Fairweather Mariner	139,000
39' C & C	77,500
41' Sceptre (NEW)	239,000
42' Custom Yawl	89,000
44' Peterson	68,000
45' Custom S & S	119,000
46' Frers	99,000
50' DeFever	130,000



**FRERS 46**  
Reduced to  
**\$99,000**



**SANTANA 35**  
**\$35,000**

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32' Uniflite	39,900
33' Egg Harbor	80,000
33' Trojan	79,500
34' Golden Star	101,000
35' Bertram	89,000
37' Hatteras	127,000
38' Hunter	19,000
38' Bayliner	94,500
42' Pacific Dolphin	90,000
43' Nauta-Line Houseboat	39,500
44' BestWays	156,500
45' Chris Craft	89,900
49' Albin Trawler	145,000
53' Hatteras	330,000
55' Chris Craft Connie	119,000
60' Burger MY	285,000
62' Halverson	285,000



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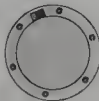
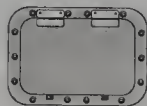
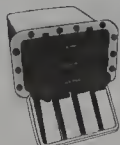
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Non-Pressurized  
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This little unit is portable  
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## CALENDAR

0775.

**Feb. 4** — Pacific Cup YC Winter Get-Together. *Hors d'oeuvres*, no-host cocktails, race videos, tall tales, skippers looking for crew, crews looking for boats — it'll all be there. Enthusiasm for next summer's West Marine Pacific Cup is running high (see *Race Notes*). Berkeley YC; 7:30 p.m.; free. Mary Lovely, 441-4461.

**Feb. 5** — Sail a Small Boat Day at Richmond YC, sponsored by SBRA. Test sail a dozen or more different dinghies for free between 11-3 p.m. at the Richmond YC. Bring dry clothes and a life jacket, if you have one. If you miss this opportunity, catch the 'rerun' on March 5. For details, call the new SBRA Hotline at (408) 264-7245.

**Feb. 5-13** — ASAP (American Sail Advancement Program) Sail Expo '94 at Atlantic City, NJ. Why don't we have sailboat shows this good on the West Coast? Info, (617) 536-1100.

**Feb. 6** — Performance Sailing Seminar, featuring John Koliou and Bill Gladstone. At Sobstad Sails, (510) 234-8192.

**Feb. 9** — Celestial Navigation, a free seminar by Gale Stockdale at the Stockdale Marine Theatre, Sacramento, 7:00 p.m. Call Ryan at (916) 332-0775 for details.

**Feb. 10** — Coastal Navigation, a free seminar by Dick Winter at the Stockdale Marine Theatre. Ditto above.

**Feb. 10** — "What's an Analemma?", a celestial navigation class by Bill Myers from 7-9 at Encinal YC. If there's enough interest, this class will continue for another six weeks on Thursday evening. Info, Bill Myers, (510) 547-0447.

**Feb. 12-13** — Freya Rendezvous at the San Leandro Marina. Chuck Woods, (510) 837-4289.

**Feb. 19** — Marine Refrigeration Seminar at Surface Dynamics (in Ballena Isle Marina, Alameda). 10:30 a.m. to 4 p.m.; \$10; space is limited. Call Alan at Surface Dynamics for details, (510) 814-7343.

**Feb. 23-Mar. 1** — "How to Make Your Cruise More Fun." a lecture by John Neal and Barbara Marrett. Another in a series of West Marine seminars, held at the following locations: Santa Cruz (2/23); Palo Alto (2/24); South San Francisco (2/25); Sausalito (2/28); Oakland (3/1). 7 p.m. to 8:30 p.m.; \$5 admission. Call your nearest West Marine store for details.

**Feb. 25** — "Around the World in 79 Days," a multi-media presentation at Corinthian YC by Cam Lewis on his mind-blowing circumnavigation aboard *Commodore Explorer*. This was truly an amazing feat of seamanship — don't miss Cam's only Bay Area appearance! Save the date; details next month.

### Racing

**Jan. 1** — Master Mariner's Kick-Off Race and Chili Feed. A low-key race starting at St. Francis YC and ending at Corinthian YC, followed by the traditional chili feed and tacky trophy exchange. Peter English, 456-8355.

**Jan. 9** — Whitbread Race, Leg Three: 3,272 miles from Fremantle to Auckland. The Kiwis will pour it on as they head for the motherland.

**Jan. 16-21** — Yachting Key West Race Week. *Morning Glory*, *Bullseye* and the *Melges 24 Nantucket Sleighride* will uphold the honor of San Francisco Bay at this prestigious East Coast venue. Info, (212) 779-5085.

**Jan. 22** — SSS Three Bridge Fiasco, the most popular race on the Bay. Over 200 boats are expected for this low-key, but challenging, 21-mile shorthanded lap around the Bay. The skipper's meeting will be held at Oakland YC on January 19 at 7:30 p.m. Pat Zajac, (510) 232-9965.

**Jan. 22-23** — Dead of Winter E Scow Regatta at Soda Bay (Clear Lake). Bruce Klinefetter, (707) 279-1918.

**Feb. 17-18** — Manzanillo Race, featuring a cruising division for the first time. San Diego YC; Irmgard Ryan, (619) 222-1103.

**Feb. 28-Mar. 5** — MEXORC. Racers and cruisers will congregate in Manzanillo for a week of casual racing and serious partying. See above.



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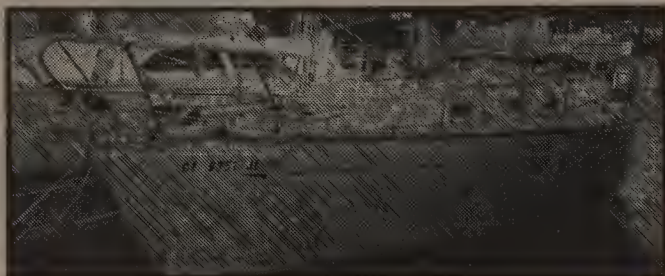


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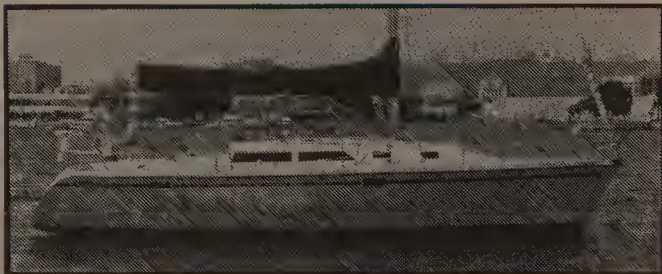
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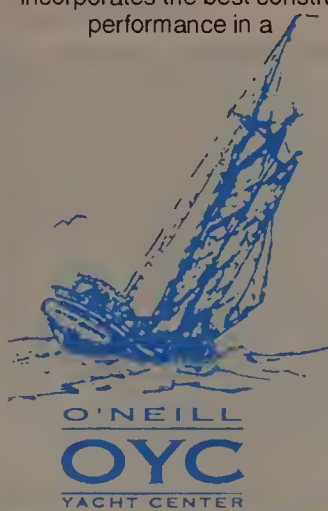
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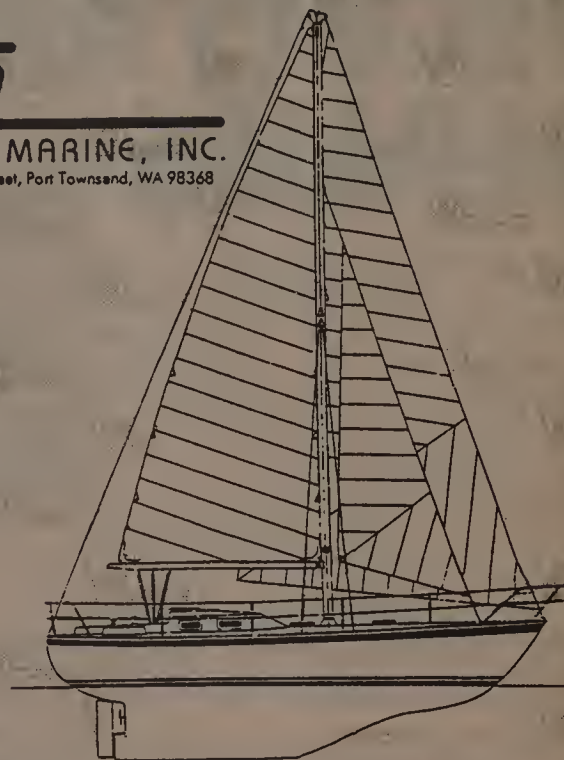
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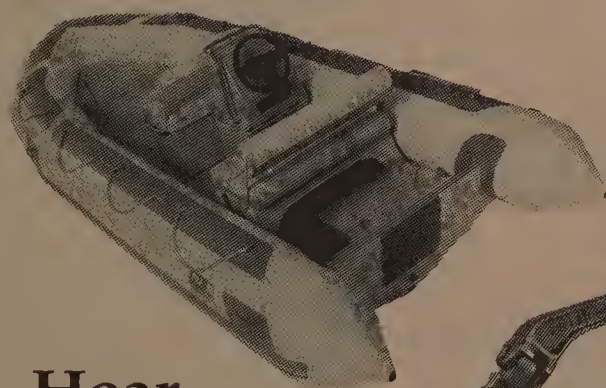
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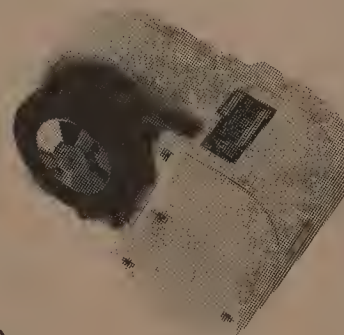
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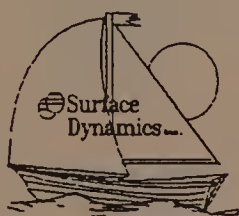
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# CALENDAR

## Midwinter Race Series

**BERKELEY YC** — Chowder Races (1/29, 2/26). Paul Kamen, (510) 540-7968.

**BERKELEY/METROPOLITAN YC** — Midwinters (1/8-9, 2/12-13). Bobbi Tosse, (510) 939-9885.

**CORINTHIAN YC** — Midwinters (1/15-16, 2/19-20). Colin Gilboy, 331-8379.

**COYOTE POINT YC** — Winter Series (1/2, 2/5, 3/5). Bill Schwager, 592-4572.

**ENCINAL YC** — Jack Frost Series (1/15, 2/19, 3/19). John Boyd, (510) 865-3381 (evenings).

**GOLDEN GATE YC** — Seaweed Soup Perpetual Trophy (1/8, 2/5, make-up race on 3/5). Ed Welch, 851-3800.

**LAKE MERRITT SC** — Edna Robinson Memorial Midwinter Series (1/9, 2/12, 3/13). John Hege, (510) 832-4162.

**OAKLAND YC** — "Brunch Series" (1/9, 1/23, 2/6, 2/20, 3/6). Oakland YC, (510) 522-6868.

**RICHMOND YC** — Small Boat Midwinters (1/2, 2/6, 3/6). RYC, (510) 237-2821.

**SANTA CRUZ YC** — Midwinters (1/15, 2/19, 3/19, make-up on 3/25). Mike Evans, (408) 476-5671.

**SAUSALITO SC** — Midwinters (1/28, 2/26, make-up race on 3/25). Pat Broderick, (707) 528-2109.

**SAUSALITO YC** — Midwinters (1/9, 2/6, 3/6). Chuck Mellor, 331-2411.

**SOUTH BEACH YC** — 'IAOTIO' Series (every Saturday through 3/26). SBYC, 495-2295.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

## January Weekend Currents

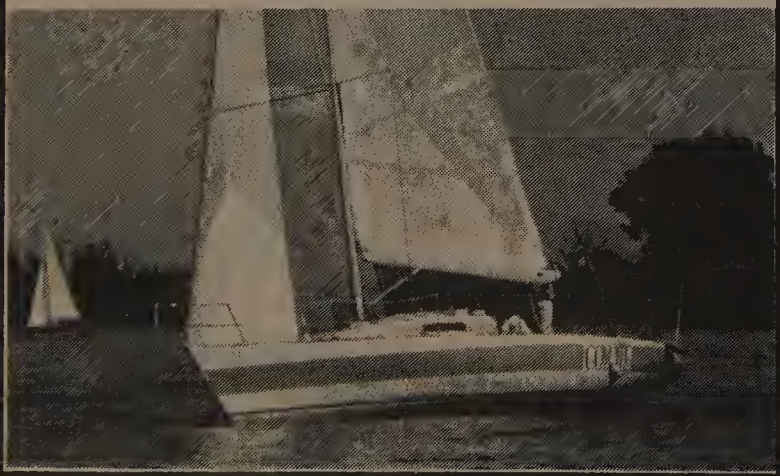
date/day	slack	max	slack	max
12/31Fri	0322	0538/2.6E	0848	1141/2.6F
	1423	1746/4.8E	2131	
01/01Sat		0034/3.8F	0402	0625/2.9E
	0942	1231/2.6F	1517	1835/4.5E
	2213			
01/02Sun		0118/3.7F	0443	0715/3.1E
	1044	1328/2.5F	1618	1926/4.0E
	2258			
01/08Sat		0036/2.1E	0349	0646/3.0F
	0940	1259/5.0E	1704	2012/3.8F
	2322			
01/09Sun		0137/2.2E	0446	0742/3.0F
	1033	1353/5.3E	1755	2103/4.1F
01/15Sat		0030/3.5F	0347	0612/2.8E
	0949	1229/2.5F	1522	1820/3.8E
	2211			
01/16Sun		0109/3.2F	0427	0656/2.8E
	1043	1319/2.2F	1615	1905/3.2E
	2251			
01/22Sat	0308	0602/2.1F	0858	1210/3.8E
	1628	1933/2.7F	2237	
01/23Sun		0039/1.6E	0400	0652/2.3F
	0945	1259/4.1E	1712	2016/3.1F
	2325			
01/29Sat	0241	0512/3.5E	0829	1123/3.3F
	1418	1726/4.8E	2102	
01/30Sun		0002/3.9F	0319	0558/3.7E
	0923	1215/3.2F	1513	1814/4.3E
	2144			

# Cal

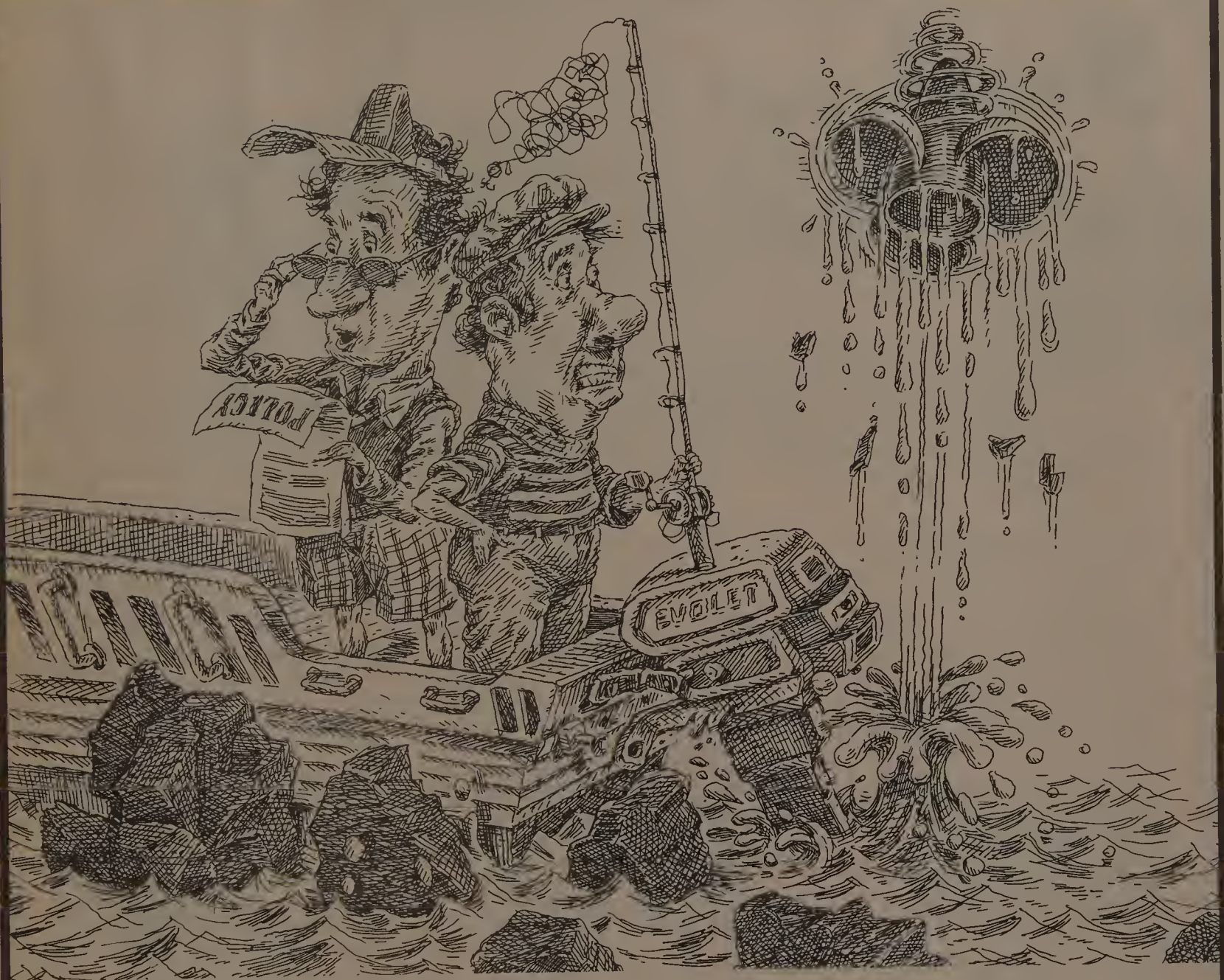
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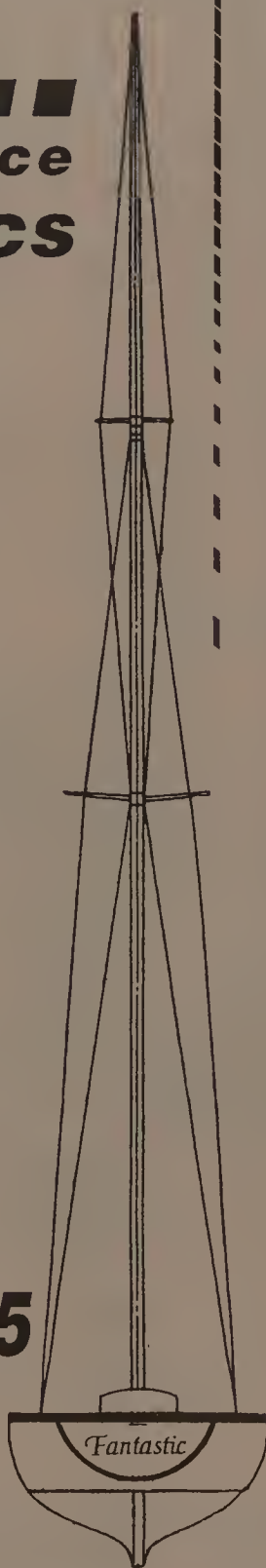
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## LETTERS

### ⇓⇑WANT HER? SHE'S YOURS!

Excuse me, my English is not so well. But some time ago in a regatta I met with a friend and boater who told me that he had a terrible problem: his grandfather had a 50-foot schooner named *Leeward* that he didn't have the time or money to maintain. "Want her?" he asked "She's yours."

But let us not talk about the condition I found the schooner to be in! She had water up to the cabin sole. In addition to normal inhabitants such as rats, roaches and ants, she also had an 'unknown' ghost. An old wooden schooner, she had minimum facilities for cruising at sea.

It was not necessary to have a log in order to measure the distance travelled in a day, it was possible to tell by the amount of water that had accumulated in the bilge. Naturally the crew had to occasionally pump the bilge — which looked like the soul of a pirate.

It may be hard for some to believe, but the ship and her unknown native ghost have command of the vessel. This is surely true because nobody has been able to sail her out of the Caribbean. The farthest to the south she's been is Trinidad. Once we get there, we always must turn back for one reason or another. Once we got as far north as the Bahamas, but we couldn't even think of crossing the channel to Miami because the motor broke, the sails came down and water started leaking into the hull.

The ghost's favorite island is Dominica. When we're there, it takes two days to raise the anchor because the boat doesn't want to leave. After all that misery, the engine doesn't want to start. The only way we're able to leave is by kneeling down and promising we'll return to Dominica as soon as possible.

But there's been somewhat of a change recently, as the schooner keeps pointing her bow toward the west. Hmmmm. One night when sailing close-hauled and making more water than usual, the tired crew actually heard the voice of the ghost.

"I want my hull repaired with West System," it said. "Also new sails, rigging and . . ."

"Silence! Silence!" I commanded. "Where am I going to get all the money for such repairs?" After a quiet that was broken only by the wind, we heard the voice again say, "1, 3, 7, 11, 19, 27 — play the Lotto."

But this created a great doubt to all of us, which increased by the moment. Were we supposed to play Lotto in Puerto Rico, Miami, California, Canada — where?

I know *Leeward's* ghost pirate reads *Latitude 38* — he especially likes the pictures. So please tell me, where do I play the Lotto? It really is urgent.

Rolando Dodero  
Schooner *Leeward*  
Puerto Real, Puerto Rico

Rolando — The good news is that we can tell you those winning numbers will come up in the Miami Lotto. The bad news is that it's not going to happen for another 23 years. So keep pumping.

### ⇓⇑FABULOUS SERVICE

A couple of things on our minds.

First, kudos to Avon Inflatables. We have the Avon 3.15 with roll-up floorboards. We recently had reason — a two-foot long tear in the bottom, a result of some nighttime adventuring — to remove the floorboards. When we did, we discovered that the forward end of the floors had taken a set from the keel and would no longer roll up. When we called Avon Seagull and explained the problem, they said, "Yes, Avon changed the formulation of the floors. Where do you want your new ones sent?" Fabulous service.

By the way, I'd called them collect on the SSB!

Secondly, on *banditos* in *manañaland*. On a road trip back to Bahia de Los Angeles from San Diego, Lee left his backpack beside



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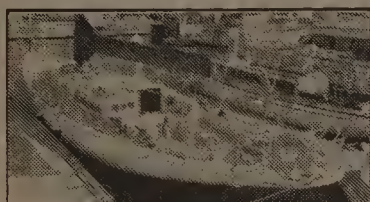
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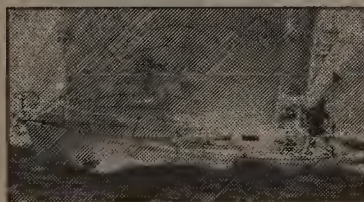
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## BROKERAGE



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### J/35

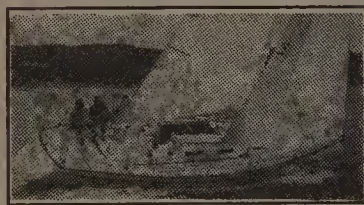
The best to choose from here at Don Trask Yachts.  
*Il Pelicano*, S.F. Bay's Season Champion.  
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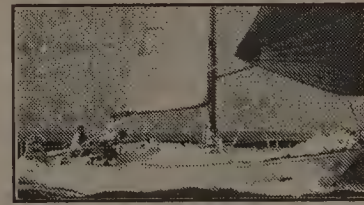
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**PJ36.** The Palmer Johnson SF36, a Frans Moos design with on Airex foam core, flush deck, skeg rudder, perfect for offshore cruising. Dodger, roller furling, cold plate refrigeration, Loran and Force Ten heater are just a few of the items of this extensive inventory. \$59,000.

### ONE DESIGN

24' J/24, 1981, <i>Strange Crew</i> .....	11,500
24' J/24, 1980, <i>Vixen</i> .....	9,000
24' J/24, 1981, 1977 .....	10,000
24' J/24, 1986, <i>Freshaire</i> .....	26,500
24' J/24, 1986, <i>Wet n' Wild</i> .....	25,000
24' J/24, 1978, <i>Run'ing Sweet</i> .....	10,500
29' J/29, 1985, <i>Whiplash</i> .....	29,950
29' J/29, 1983, <i>Powerplay</i> .....	19,500
30' J/30, 1980, <i>Prime Mover</i> .....	25,000
35' J/35, 1990, <i>Esprit</i> .....	88,500

35' J/35, 1983, <i>Draco</i> .....	62,000
35' J/35, 1991, <i>Il Pelicano</i> .....	115,000
35' J/35, 1993, <i>Raptor</i> .....	116,000

### SANTANA

35' Santana, 1980, <i>Amer. Eagle</i> .....	35,000
35' Santana, 1984, <i>Cheers</i> .....	41,900
35' Santana, 1979, <i>Schockwave</i> .....	38,500

### OLSON

25' Olson 25E, 1988, <i>Leonora</i> .....	17,900
25' Olson 25, 1987, <i>No Slack</i> .....	18,000

30' Olson 911S, 1986 .....	47,500
30' Olson 911S, 1990 .....	42,500

### CRUISER

29' Cal, 1974 .....	19,800
33' Gurney Alum, 1968 .....	49,000
33' Ranger, 1977 .....	24,000
40' Swift ketch, 1977 .....	89,500

### HI-PERFORMANCE

35' Lidgard, 1992, <i>Medicine Man</i> ....	92,750
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27' C&C, 1985 .....	29,950
33' Tartan T-10, 1979 .....	20,000
36' PJ-36, 1974 .....	59,000
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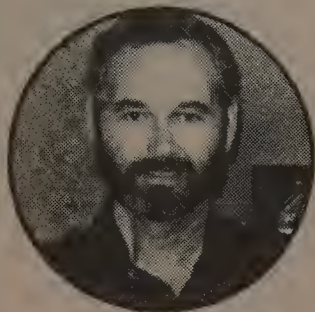
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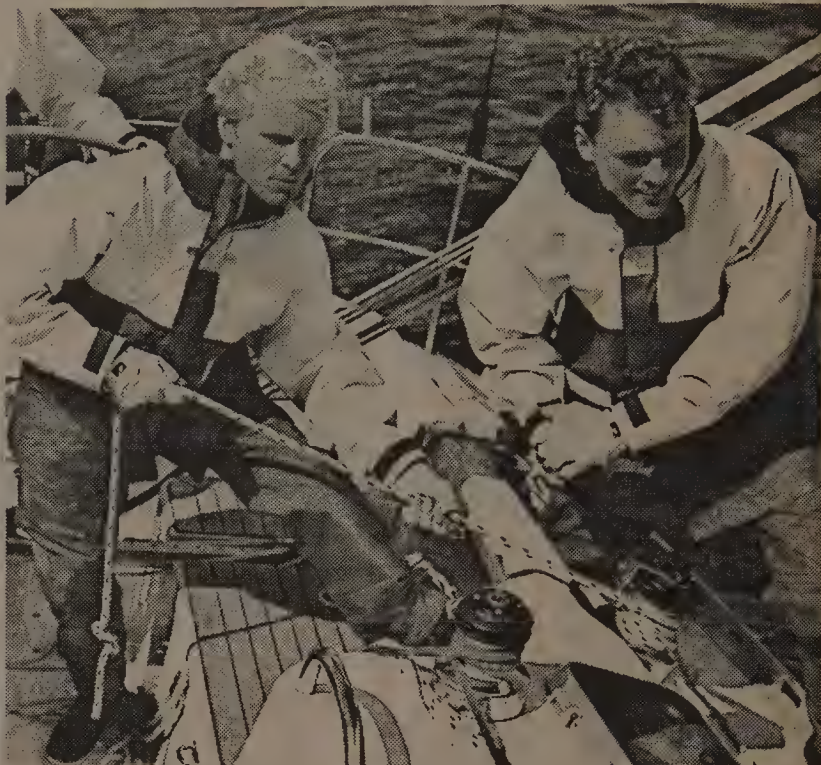
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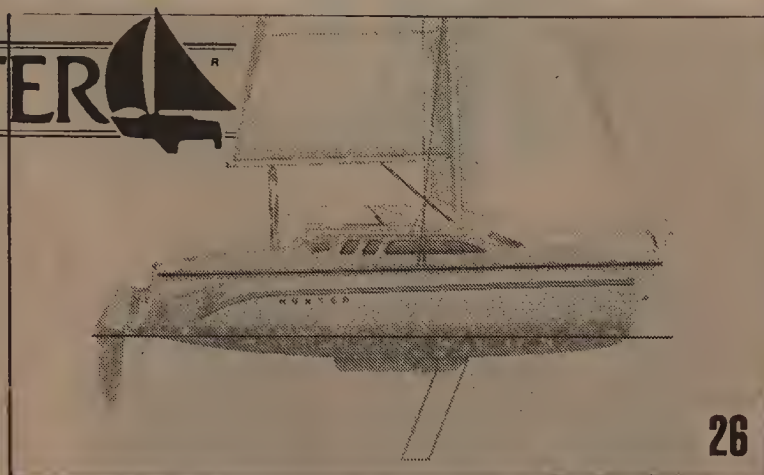
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## LETTERS

the rest stop at the last toll booth outside Ensenada. That was a disaster as it contained our identification, Visa card, checkbook, irreplaceable addresses and so forth. After a SSB call to cancel the Visa card, we also placed a call to some folks coming down the next day to visit the vessel *Tan Tar A*. They agreed to stop at the toll booth and see if our backpack was still there. It was — and 100% intact! The cleaning lady for the restrooms had found it. We're not sure the results would have been the same stateside.

Thirdly, on the priority of optional gear. Our opinions are based on one full season spent cruising the Sea of Cortez. We have one GPS and think it's a wonderful tool. We also have two autopilots and think they are great. While we have had occasion to use both autopilots, we never once needed the GPS. While we might consider going cruising without a GPS — although we doubt it because they're so inexpensive now — we'd never go without an autopilot. The safety and comfort gained by not having to steer all the time is immense. We recommend that anyone who goes cruising buys two or three!

We don't have a watermaker. We'd love to have one, but so far it hasn't been a big deal to lug-a-jug. But then we've only done coastal stuff. Our HF radio has also been very important to us. It has allowed us to keep in touch with cruising friends via the nets, land based friends through Ham patches, make (expensive!) phone calls when required, and get weather information, and — hooked to our nifty laptop — even receive weather faxes. We'd also recommend at least a Ham novice license before heading south.

Fourth, we love your magazine. We try to grab two, one for each of us, and then there goes that day! Keep up the good work.

P.S. We plan on buying a back-up GPS soon — although not until we get our diesel fixed. But that's another story.

Lee and Sandy Evans  
Little Bit, Cal 31  
Santa Rosalia, B.C.S.

*Lee & Sandy — Everybody has their own priorities and we're delighted to hear yours. For tiller hogs such as ourselves, a GPS will always be more important than an autopilot, but both are wonderful devices for not only convenience but safety, too.*

### ⇓⇓ GIVE THE GALS SOMETHING TO LOOK FORWARD TO

Please thank Dave Sheldon of *Quark* for baring all, and for providing us with a wonderful story of paradise with lovely Quarkette. Even though he spelled my last name incorrectly, he was still thoughtful enough to remember me. I hope he had a great trip and that he didn't sunburn his buns.

As for you folks at *Latitude*, keep up the good work at providing the gals of the sailing world with something to look forward to. Besides great stories, the pictures are wonderful.

P.S. I wrote the 'Nekkid Guy' letter a while back.

Julie Harrar  
San Francisco

### ⇓⇓ IN THE SERIOUS INTEREST OF SCIENCE

The Wanderette sure is looking good on the November cover! Too bad about her wearing such skimpy clothing — she could have given us all a thrill by wearing even less.

By the way, does the Wanderette use sunscreen to avoid that nasty skin cancer? I ask because I was just diagnosed and given freeze-gun treatment across my forehead. I'd been sailing, skiing and surfing as much as possible without screen until now.

Can you or the faithful readers tell us why sailing yachts are considered feminine? People refer to them as 'her', or 'she' — but then they go and give them any old stupid name. Is this just deplorable macho bad manners or do the patriarchs prefer no name for their interchangeable, throw-away women but *Ready and Available*?

Have you any information on the old custom of death on board a sailing vessel being the grounds for sinking or burning the vessel?



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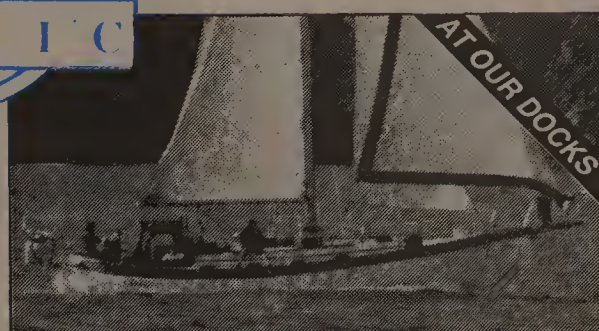


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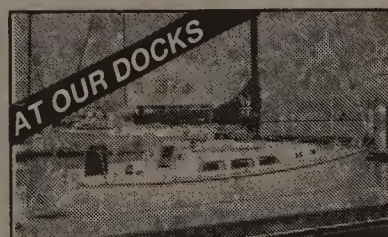
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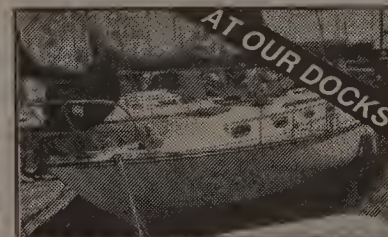
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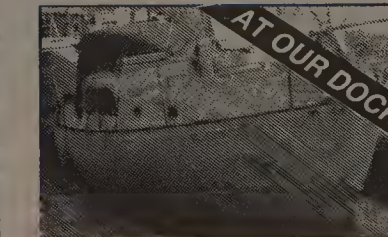


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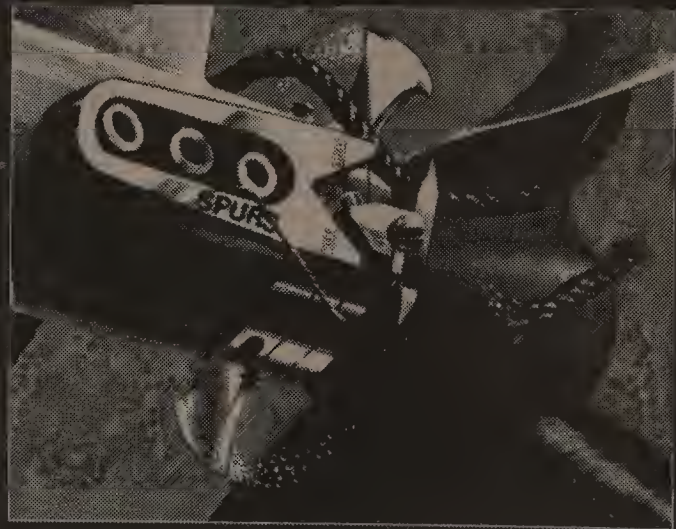
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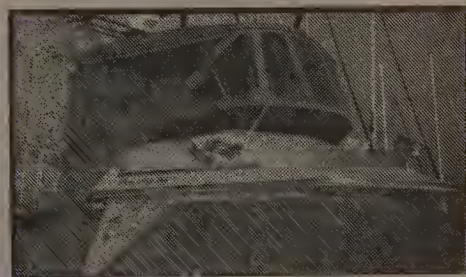
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## LETTERS

Do any of your readers get to such weird islands as Ascension in the Atlantic, Stewart or The Snares in New Zealand? We'd be interested to hear from any cruisers about any first-hand verification about the space-program base on Ascension. Has it been deactivated? Did it ever come under attack?

These question arose after you announced your contest for the 'greatest sailing stories'. It started us off looking through the libraries and old book stores, where we came up with *Dragons* by Pamela Wharton Blanpied, (Warner Books, 1980, N.Y.C., NY.)

*Dragons* poses a fascinating question: Are there dragons alive and well in the world today? Blanpied answers in the affirmative, quotes repeated dragon sightings all over the world, and gives a lengthy bibliography for cross reference. But the crux of the story is the plane and sailboat voyage of Phillip Marsden — which qualifies as a great sailing yarn.

Marsden first went to Ascension to study dragons for 19 years, this during the time the island was an active space tracking station. After six years the dragons, in a fit of rage, supposedly destroyed the both the housing for 1,000 tracking station personnel and the tracking station itself. Marsden was the sole survivor, apparently because the dragon 'residents' knew him, thought he was harmless and were teaching him to speak and write 'dragon'.

Eventually rescued by a wandering pilot, Marsden returned to set up the New Zealand School of Dragon Studies in Christchurch, New Zealand, which publishes extensive dragon studies via the *Journal of Verminology*. Once the school was well underway — with graduate students studying dragons in places such as Alaska, the Colorado Rockies and the Adirondack Mountains — Marsden got a tiny sailboat and cruised to the remote and barren Snares. There he made friends with a 60-foot long male dragon named Vlad, who instructed Marsden in the fine points of the dragon language, as well as dragon history and behavior.

Marsden repeatedly sailed to the Snares to interview Vlad, and brought fellow a researcher, Ms. Philomel St. James, along with him. They took movies, snapshots and made tape recordings over a period of six years. Can any of this be true?

Has any *Latitude* reader seen dragons? They supposedly travel at night and are able to keep up with the fastest aircraft. They also travel under water and have the ability to become more or less 'invisible' by blending their bodies into the surrounding colors and shapes of the background.

Marsden also went to the Faeroe Islands in the North Atlantic to interview dragons, which had claimed the whole island chain for their exclusive use. They did the same for the Kurile Islands and Stewart Island south of New Zealand.

Come on *Latitude* 38! Come on readers! Come on cruisers! In the serious interest of science, please send *Latitude* your dragon sightings — as you would those of flying saucers or anything else once thought unbelievable, such as a giant squid wrapping itself around a yacht and feasting on its occupants. Or a Bigfoot coming down to greet you from some bushy bank while you go gagagagagoogoogoad!

Joe and Sally Whiteson  
Santa Cruz

Joe & Sally — You guys got more questions than a horde of three-year-olds! But we'll take them in order.

1) The Wanderette is half East Indian, so she's olive-skinned and reaches for the cocoa butter before the sunblock.

2) According to Linda Grant DePauw, author of *Seafaring Women*, "in the folklore of sailors, the sea is a woman and the ship is a woman". We'll leave you and the other experts to speculate why folklore evolves as it does.

3) When somebody dies aboard a space ship, it's common for the space ship to be either burned or sunk. Captain Nemo's Nautilus, for example, was built from recycled flying saucer parts recovered from the ocean floor.



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## LETTERS

4) A number of our readers have cruised to both Ascencion and Stewart Islands, but none have been Snared. The tracking station at Ascencion was attacked by a giant eggplant in 1983, the same eggplant that ate Chicago. Citing possible widespread panic that might ensue if the news got out, the Future Farmers of America were able to squash the story.

5) Are you crazy? Of course there are dragons alive and well today. The Wanderette slays five or six in a typical week.

6) Yes, there are numerous photographs of dragons. In fact, there's a grainy video of Vlad and a woman — who looks a lot like Ms. St. James — wearing a rubber suit that shouldn't be viewed by children. By the way, Dragonese is remarkably similar to French, but because dragons can't pucker their lips as much as French bon-bons, it doesn't sound as sexy.

7) While dragons can blend in with various backgrounds and do travel underwater at night, they are not as fast as some military aircraft. Ironically, dragons become exceedingly lethargic in temperatures above 80°.

8) You probably wonder why Sally Andrew and Foster Goodfellow didn't mention the dragons when they recently wrote about sailing to Stewart Island aboard their Yamaha 33 Fellowship. Actually, they did. In fact, they set us a lengthy account of meeting a dragon who, in a future life, will become the 53rd President of the United States. It is then that the dragons and the flying saucer people will set up a condominium government and rule everywhere from Inner Space to the edges of the Milky Way.

Unfortunately, each time we tried to keyboard Andrew-Goodfellow's article, the black letters would quickly blend into the white of the page! Andrew also sent us photos of the Stewart Island Summit — which included bigfeet, flying saucer people, carnivorous redwoods, and a select group of cruising yachtsmen. But each time we tried to print up a negative, the image would vaporize into a highly toxic gas and slip out the exhaust duct. The very next night, two men in Air Force uniforms stormed into the office and snatched the negatives. They drove off in a late model Ford Crown Victoria — boy, are they ugly — with a bumper sticker on the back that read: "Flying Saucers Don't Exist."

### HOW FATE WORKS

Having just returned from three months of sailing in Fiji and Vanuatu, I have something to say. "BRRRRRRrrrr!" I crewed for a very sweet couple from Auckland, Dave and Cynthia Thomas, aboard their 60-foot trimaran *Tri-Pegasus-Tri*. It was absolutely palatial, with four en-suite queen size staterooms!

The Musket Cove to Port Vila Regatta was great, and thanks to Dick Smith and Sophie at Musket Cove and to the Vanuatu Cruising YC and the Waterfront Restaurant (good morning Rick!) in Port Vila, everything ran smoothly. I hope to do the race again next year.

Dave and Cynthia were in Vanuatu for the 1991 regatta when a Japanese yacht named *Waisime* went onto a reef at an island north of Efate. *Tri-Pegasus* as well as a few other boats were a great help in re-floating and saving *Waisime*, which was later hauled at Port Vila. The Thomas' said they'd heard there was an article in *Latitude* about this incident and asked me to see if I can rustle up a copy.

I haven't been able to find a copy of October's *Latitude*, but I heard there was some good dirt in it about *Elmo's Fire*. I crewed on that boat for six weeks last December and January! Great balls o' fire, who'd a known! I'm glad I got off when the gettin' was good.

I was very sorry to hear about the disappearance of Rich Paukert, his dog Bozo, and *Succubus*. I met this great pair in La Paz when Paukert was looking for crew, but decided to sail with *Elmo's Fire*. Hmmmmmm . . . kinda makes you think about how fate works in mysterious ways, doesn't it.

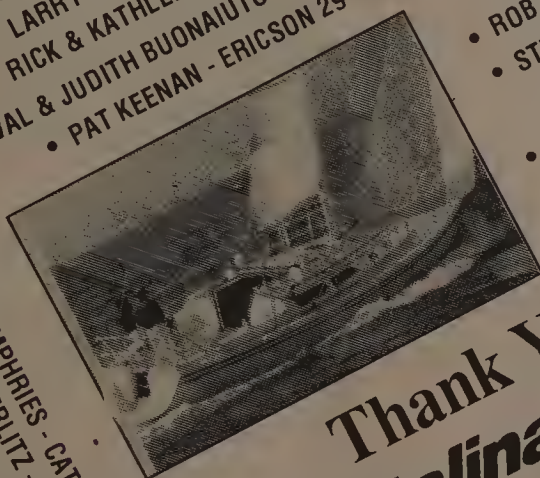
Connie Skoog might like to know that as a 38-year-old who has been sailing for over 20 years and still hasn't been fortunate enough to find 'Mr. Right', I have to admit I'm as confused as she is. I don't



# Thank You!

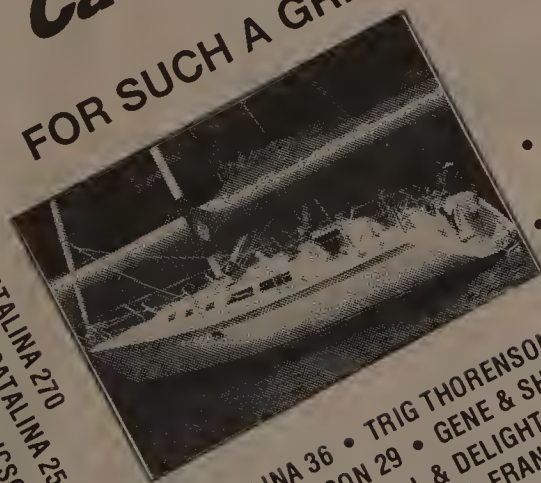
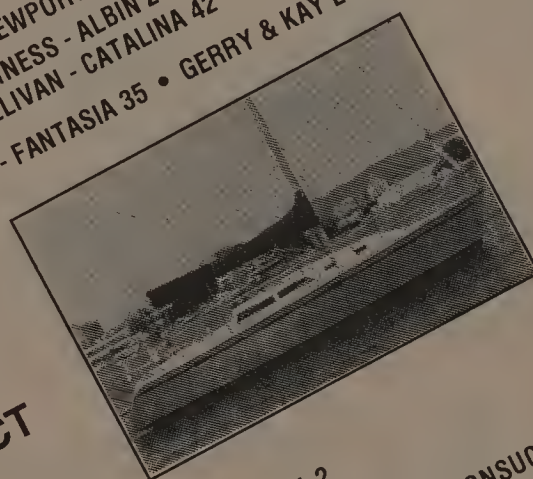
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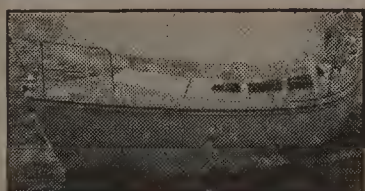
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## LETTERS

know, maybe we all need to lighten up. My advice is not to give up and keep that sense of humor — but I don't recommend trying to separate the man from the skipper from the boat. Who would want such a separable man anyway? I say take him as he is or go it alone. Good luck and have fun! Hey, maybe we could network!

Dale Painter  
Pacific Grove

Dale — Sorry, but we never ran anything on the rescue of a Japanese vessel in the Port Vila area. At least not that we remember.

### THE DISTORTION ON MY LORAN

In the November issue you received a letter from Peter G. Hine, owner of the Catalina 27 *Enigma*, regarding problems with his Loran entering Bodega Bay.

We brought our Nauticat 33 southward from Vancouver B.C. to San Francisco three years ago. Our Loran provided excellent readings at every harbor entrance with the exception of Bodega Bay. Readings were sufficiently distorted outside Bodega Bay that had I followed the Loran, I would have ended up on the rocks. Four years earlier when operating a small commercial fishing vessel, *Tadpole*, I had a similar experience. A boat being shuffled northward from Mexico to Alaska went on the rocks.

I have no explanation for the Loran distortion outside Bodega Bay, but have had the experience on two occasions. And had it not been for Dead Reckoning navigation, I would not have recognized the distortion on my Loran without tragedy being the prelude to discovery. I would join Hine in recommending caution with respect to the Bodega Bay entrance and the accuracy of Loran readings.

Andre L. Delbecq, Master  
Alameda

Andre — Very interesting. Can anybody else shed light on Loran readings at the entrance to Bodega Bay?

### POORLY DESIGNED AND BUILT

One of your readers, Kathy Williams, admitted to ownership of a Clipper 26 built in 1973. I felt that your response was very "delicate" considering the reputation of Clipper boats in general.

I have been a marketing consultant for many years and include among my more successful clients Coast Catamaran (Hobie Cat) and several other builders. I did develop a sales and marketing campaign for Clipper Marine when they initially introduced the Clipper 21.

The 21 was designed by W.E.B. Crealock, although I'm sure he'd rather not remember that. A small local boatbuilder built a few 21s in San Clemente and later sold out to Art Henderson who was Hobie Alter's partner at Coast Catamaran. The 21 wasn't a particularly bad boat, and was targeted for the first time trailerable boatowner. (Incidentally, I coined the term "Swing-Keel" for the centerboard).

Henderson was intrigued by the success of the Venture trailerable boat line, and developed a pricing policy that offered a "sailaway" price of \$2,195 with a fairly good list of equipment versus the \$1,795 bareboat price of the Venture. Regattas were held for the Clipper 21 and it seems as though production may have reached several hundred units. The 21 was an honest little bay or lake sailboat and was not promoted for its seakeeping qualities.

The downfall of Clipper began when Henderson merely scaled up the drawings to produce a following series of poorly-designed and built boats. Crealock had nothing to do with these. When I saw the mockup of a flushdeck 26 and the center cockpit 30, I told Art that I did not believe there could be a market for something as flimsy and under-rigged. I then severed my agreement with Clipper.

Henderson sold a modest number of these boats through a few dealers who carried both the Hobie and Clipper. I believe he poured the substantial money that he received from the sale of Coast Catamaran to Coleman into the faltering Clipper Marine. Ultimately



# 4 Cruising musts for safer, simpler sailing.

**You** can make a big difference to your cruising boat by installing sail handling equipment that will make your sailing safer, simpler and easier.

## 1 Handle your headsails from the cockpit

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Ericson 34 - Martin King Photo

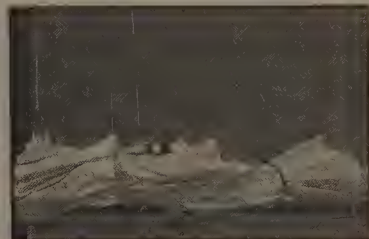


## 2 Tame your main without losing performance.

There's a system that allows you to raise and lower your sails easily, even in a gale. It's called Battcars™ and it works with a no-compromise, full batten main that doesn't rob your boat of performance like a furling main. Ask someone who has the system and be prepared for a rousing endorsement about what a difference Battcars makes.

## 3 Lazy Jacks contain the main.

Add Lazy Jacks to contain your main so it won't fall into the cockpit and obstruct your vision when you reef or douse. Harken makes it simple. We have an easy to install kit with everything to do the job quickly and easily.



## 4 Reef the main from the cockpit.

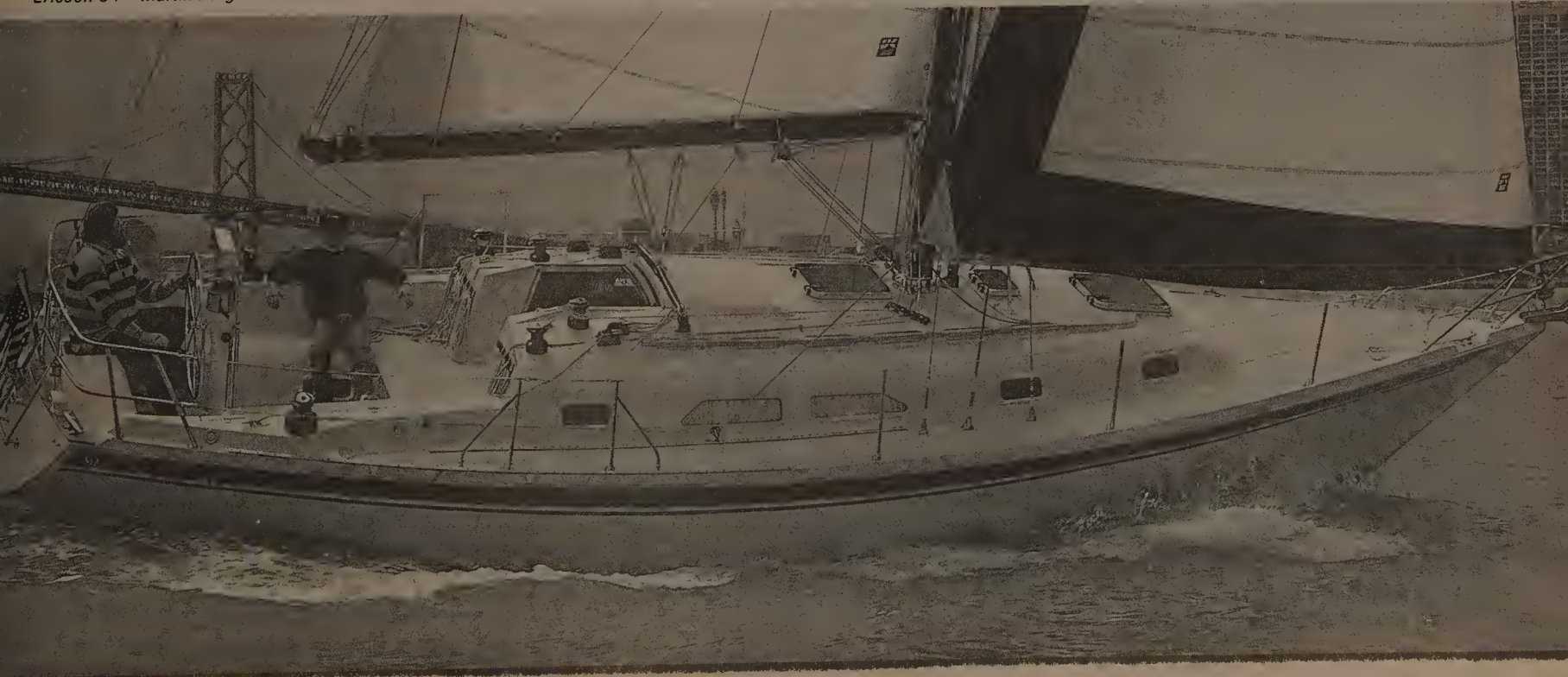
Finally, a single line reefing system really makes life easy. You can shorten sail without going forward by pulling a single reefing line. Again, we make installation a snap with a kit that includes everything you need.

**T**hese four sail control systems really do make a difference, but don't compromise with marginal hardware - go for the best and make sure your systems work when you need them most. Go Harken!

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25' Catalina, '86, O/B, swing keel .....	10,995	31' Hunter, '83, dsl, wheel .....	31,995
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27' Hunter, '90, O/B .....	26,995	41' Morgan O/I, '78, dsl, ketch .....	89,995
28' Santana, '77, full race .....	12,995	42' Ferrocement, '79, dsl, ketch .....	15,995
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## LETTERS

he suffered personal and corporate bankruptcy.

I believe the 21 was an honest, well-conceived boat for its time. When enjoyed for what it is — an entry level small trailer sailer — it is suitable. The rest of the Clipper line are boats that could never have made it into today's knowledgeable market.

Martin LeVan  
The Project Group  
Oxnard

### KNOW YOUR LIMITS

With regard to Kathy Williams' letter on the Clipper Marine 26, this is what I've been able to find out. They were produced in Mexico from about 1972 until 1977. The models included a twin-keel 23-footer, the 26 MKI and 26 MKII, and a 30-footer rigged as a sloop or yawl with a pilothouse.

The 26 MKII sold for \$4,995 in 1973 with a trailer, 5 hp outboard, sails and little else. The boats displaced about 2,500 pounds as delivered from the factory.

We bought *Jibe Turkey* in July of last year and with the exception of a stereo, the boat and original sails were stock. The *Turkey* had been built in June of '74 and is hull #43 of the MKII series.

Since purchasing the boat we have done an epoxy job, added roller furling, a new main and masthead lights. We still need to rebuild the electrical system and repaint the boat from the waterline up. We now keep *Jibe Turkey* in Suisun.

As for being seaworthy, I know of one Clipper Marine 26 that has been down to Catalina and back. Ours has been out the Gate twice according to the previous owner. We have since taken her out in winds up to 30 knots on a trip to Rio Vista. The only real problem was a frayed outhaul and a lock nut on the keel seeping water. The biggest problem we have encountered is that the motor is useless in the short steep chop of the Carquinez Strait and Suisun Bay.

I know of at least a half-dozen 26s in the area and would like to talk to some of the owners. I can be reached at (707) 427-1956.

I further agree with *Latitude* that you don't have to have a megabucks yacht as long as you know your limits and that of your boat — and don't exceed either.

Jerry Barker  
*Jibe Turkey*  
Fairfield

Jerry — We hope you have a terrific time with your boat — and that you never feel like it was designed for a sail to Catalina and back. Big seas, not strong winds, are what you really need to worry about.

### OWNED TWO CLIPPER MARINE 26s

Having owned not one, but two Clipper Marine 26s, I can honestly say that I loved them both. Why? Because it was on them that I fell in love with sailing.

The first CM 26 was kept on Lake Tahoe for three summer seasons. She proved to be a wonderful lake boat. Due to financial circumstances, however, we sold her in a Sacramento parking lot that winter. Nonetheless, we made a profit.

Two years later, after a move to Mill Valley, we jumped at the chance to buy our second CM 26. We've sailed that boat for two years on the Bay — which sure isn't as easy as lake sailing — and have decided she is too lightweight to handle the powerful winds and currents. So we trailered the boat to Lake Tahoe, spent a wonderful month on her, then sold her. Once again for a profit!

I'll always remember the 26's pop-top cabin, and how close to the water and nature it made me feel. I hope Kathy Williams has as many wonderful sailing experiences aboard her *Rising Star* as I did with our CM 26s.

Ten years later, and single once again, I wanted to travel and renew my love for sailing. A friend suggested that I should pick up a *Latitude*. I did, and by a stroke of good luck it was the one with the



# Boat Show

## The Little Wonder A Real 12v Watermaker

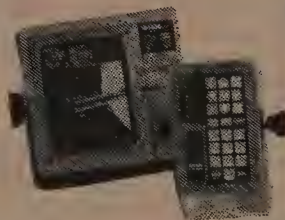
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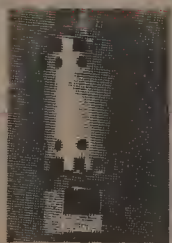




# WHALE POINT MARINE SUPPLY COMPANY

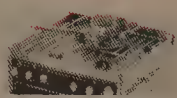
## NEW YEARS SPECIALS

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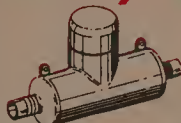
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## LETTERS

spring Crew List forms. I immediately filled one out and sent it in.

I received a lot of interesting calls and letters from various parts of the world, and if it hadn't been for meeting Wayne Fitch at the Crew List party at the Corinthian YC in 1991, I probably would have accepted one of the offers and taken off crewing somewhere.

As it turned out, Wayne was neither a shouter nor a Captain Bligh, but a wonderful person who wanted to share his love of sailing with someone. (P.S. to Connie Skoog: they're out there, you just have to keep looking with an open mind!)

Within one year Wayne sold his Islander 36 and after a lot of shopping — even a consultation with Robert Perry — we purchased our Cal 39 in Seattle in November 1992. Wayne was offered an early retirement in June 1993, so we took a shakedown cruise from San Francisco to Santa Barbara and the Channel Islands this August. We are now living aboard preparing to leave in April for a couple of years in the Pacific Northwest. After that, we'll head south. It's open-ended.

We found Norm and Lois Anderson's letter on their experiences up the coast from San Francisco to Neah Bay aboard Sisu to be informative and much like the style of cruising we plan on doing. We are always learning from the articles in *Latitude*. We just received a wonderful letter from Lee and Linda Gillard of Pyxis in response to our inquiry about their broken Cal 39 rudder which they'd written about in *Latitude*.

And finally, a note to you, *Latitude*. Our wonderful neighbors on Alameda Marina E Dock, Dick and Pat Mundy, are a delightful couple who also met through your magazine! Providing a means for people to meet others who share common interests and mutual dreams is a wonderful part of *Latitude*. I commend and sincerely thank you!

Lynn Cagle and Wayne Fitch  
Cal 39 Weatherly  
Alameda

Lynn & Wayne — A lot of people in publishing don't understand that a magazine is only as good as its readers. Lucky for us at *Latitude*, we've got the best damn readers in the world!

### THE WIDTH OF A PENCIL

It has always amazed me that so many boaters think that latitude and longitude readouts on most Lorans and GPSs are expressed in degrees, minutes, and seconds. Instead, lat/long is expressed in degrees, minutes and *hundredths* of a minute. Plotting lat/long and using waypoints is all in vain using a mistaken assumption. In other words, you can't get there from here!

U.S. harbor charts have lat/long divided into degrees, minutes, and seconds. Thus a conversion calculation must be done to convert hundredths of a minute to seconds or vice versa. Canadian harbor charts have lat/long conveniently divided into tenths of a minute. Simple, eh?

The convention for plotting and recording lat/long is to use tenths of a minute. Hundredths of a minute is meaningless for chart use; it's not practical because a hundredth of a minute amounts to little more than the width of a pencil line on a harbor chart.

Hugo Landecker  
Westail 32 Alexander  
San Rafael

Hugo — We learn from our readers all the time!

### IF YOU'RE CRAZY ENOUGH TO GET THROUGH MEDICAL SCHOOL

I read the marvelous sailors-are-zany account of the Mandel family buying the Ocean 71 *Celestial*. What the heck, if you are crazy enough to get through medical school, then why not the *Celestial*? Furthermore, there can't be too many romantic, stars-in-the-sky anesthesiologists who've even heard of "karma", let alone cash everything in to go cruising with a wife (St. Melanie), and seven-year-





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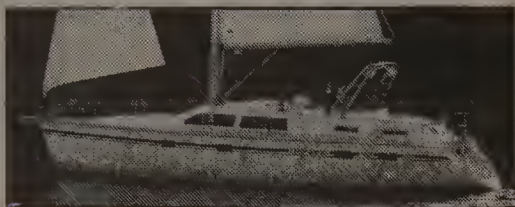
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## LETTERS

old twins and a younger brother.

Go Steven! Go Celestial!!

P.S. The editor should check his spelling of the doc's specialty.

Maxmillion  
Pt. Richmond

Maxmillion — The editor should also check the spelling of the Mandel's Ocean 71. It's Sealestial, not Celestial.

### ⚡ THE WORST POSSIBLE BEHAVIOR

Sailors on the go — whether on short local cruises or distant journeys — have unique opportunities to view wildlife in its most unspoiled state. Immersing ourselves in the environment is a treat that Chuck and I look forward to as we leave San Diego for our second trip to Mexico.

After all, loss of environment, disrupted breeding areas and overhunting have decimated many species, and the wonders we discover may yet disappear in our lifetime. That's why the letter from Julie and Larry on *Restless* shocked me. By engaging in a "survival training" fantasy and daily "eat-a-thon" in a national park bird nesting site, they demonstrate the worst possible behavior for other cruisers — and for Americans abroad. We've all been raised with *Nova*, *Wild Kingdom* and *Nature*, and thus should know better!

Perhaps during restless sojourns to hunt in bird breeding areas of a Suvarrow Island National Park, they did not consider the effect of their own actions. Frightening adult birds away from their nests until "a hundred thousand" hover screeching overhead leaves the young and eggs vulnerable to predators and exposure for the sake of "an Easter egg hunt."

They were led by the "caretaker" of the park. Would they be as entranced by Latin American fisherman illegally taking sea turtles? Will they practice their new skills — killing and skinning a frigate bird in under 30 seconds — at landfalls throughout the Pacific?

In even the most wild and remote locations such as Antarctica, scientists aim to preserve every aspect of animal breeding colonies. Isolated island locations are often at greatest risk. Foreign insects, seeds or organisms carried in, for example, can wreak havoc with a native ecosystem.

We don't need a national park designation to know when or where to care for our fragile world. We're close enough to nature that all of us should share a heightened appreciation of the beauty that can be lost for all time when wildlife breeding grounds are threatened.

Gigi Taylor  
La Mouette  
San Diego

Gigi — As you very effectively point out, it's incumbent upon each of us to be sensitive to the survival of animals and the environment. On the other hand, is it any worse to catch and eat a frigate — of which there were 100,000 — than to catch and eat a dorado?

If we're really serious about preserving the environment and the survival of as many animal species as possible, the first and most important step is to dramatically reduce the population explosion of humans. Until the whole world gets serious about this crucial issue, all these other environmental efforts are exercises in futility.

### ⚡ ATOMIC 4 TIPS FROM MY DAD


Thanks for Mike Hockin's great piece on the venerable Atomic 4!

Years ago I was an owner/nurse maid/servant to a 1954 vintage Atomic 4 on a 28-foot Buccaneer class wood boat. At the time my dad, a retired marine engine mechanic, gave me some tips. I was able to avoid rebuilding the Atomic 4 and enjoyed reliable use of the old girl for over five years by making use of the tips that I'm glad to share with your readers.

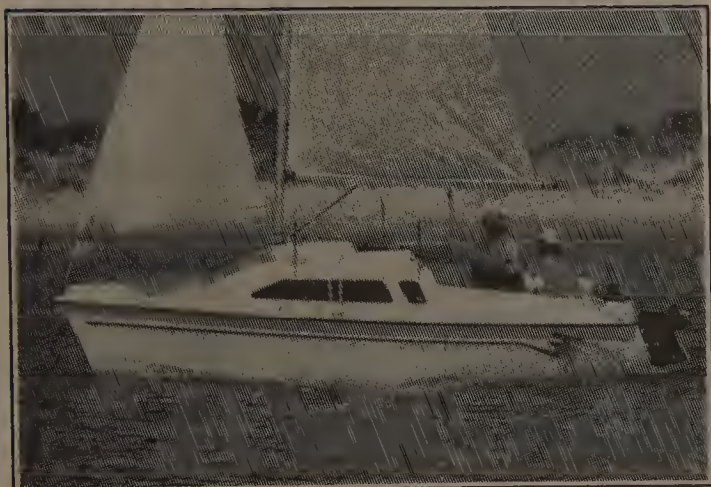
1) Remove the flame arrestor often and clean it. When dirty/dusty it really fouls the fuel-air mixture.



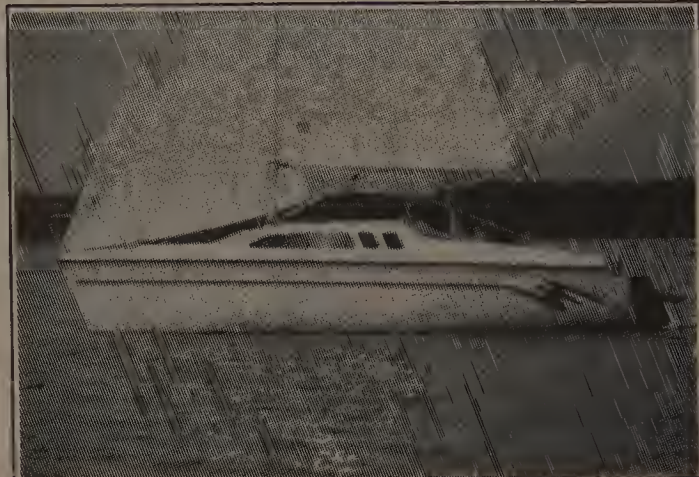
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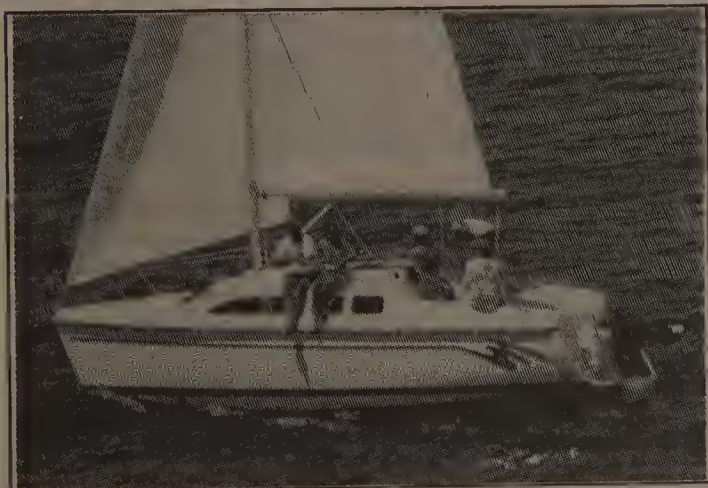
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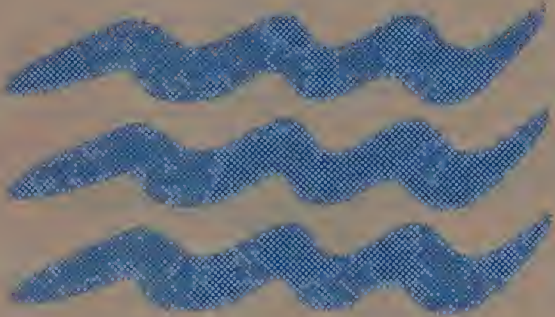
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## LETTERS

2) During wet weather or before a lay-up period, pour two capfuls of Wynn's Mystery Oil into the carb through the flame arrestor — just before shutting the engine off. When the engine starts to stall, shut it off. This will really coat the valves and other engine parts. Yes, it will smoke the next time you start the engine, but at least that pesky #4 valve won't stick.

By the way, if #4 valve does stick, pull the plug and bend the blade of a small, thin screwdriver sideways to form a flat pick. Using that, you can reach in there and, by hooking the blade under the valve, actually pop the valve back into operation. (It doesn't take any prying). Newer boats with proper stand pipe exhaust systems shouldn't have to worry about this problem. Naturally, do this with the engine off!

Engines can be fun.

Rich Wilde  
Cal Marine Electronics

### LET NATURE TAKE ITS COURSE

This is for Ms. Skoog, who had several questions regarding the relationship between men and women who sail.

First, if you really want to learn to sail, you won't put down women's groups. I learned to crew in one summer on Buzzard's Bay, Massachusetts, from a very competent, experienced woman skipper who never yelled — although she got extremely intense from time to time.

She took two of us novice women sailing on her Rhodes 19, and in five weeks had us to the point where we knew exactly what to do based on the boat's motion and where we were in relation to the mark. I was the foredeck person and she had me jibe the spinnaker so many times I thought my arms would fall off. But I got to be darn good and really fast at it in all types of sea conditions. We ended our summer by taking third in a fleet of 19 Rhodes 19s at the Edgartown SMYRA Regatta, and we were the only all-women boat. Not bad for beginners.

On San Francisco Bay, the best skipper I ever crewed for was Marcine Osborn on *Two Bits*, a Cal T-4. I was out of condition, and I made some mistakes because I hadn't raced in 15 years, but she never yelled or criticized. Marcine, like my original woman skipper, always told the crew what to expect and what her plans were. When she wanted something done, she said it clearly, but she didn't get overly emotional.

I've crewed with very good male skippers, too, but the worst I ever saw was the time the skipper took his very inexperienced new girlfriend with us on a race. She had no idea of what was expected of her and he treated her as though she was supposed to be psychic. When she wasn't, he belittled her and yelled at her right in front of me and my husband. We would have given anything to get off that boat, but we still had another leg of the race to go.

In the course of my business career, I've seen men and women use this same stupid approach to getting people who work for them to perform some task. It's not behavior that's limited to people on the water, believe me. If a woman tells you that her normally calm, mild, sweet-tempered man becomes Capt. Bligh on the boat, I'm willing to bet he is scared and not feeling completely at ease aboard . . . and that he takes this out on the crew.

My husband taught me to drive. We had a Tanzer 22, our first boat, and while I was experienced as crew, I was terrified of the prospect of steering. But from what I've seen, he's an exceptional man, and just let me do my thing. "If you get scared and think we're too far over, just let go of the mainsheet and the tiller. We'll be okay."

He never grabbed for the helm, or yelled, or even told me when and what to do. Sometimes that used to bother me, but I learned the feel of the helm and what the boat would and could do. I haven't left the helm yet and we've cruised from San Francisco to Key West and are still going. My husband doesn't want the helm, saying it's boring. I love it, possibly because I feel like I'm more in control of my fate.





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## LETTERS

We also have our anchoring routine down to the point where we don't have to say anything. One or two hand signals and it's done. I steer and decide when we're in the right spot, he drops the anchor when I stop the boat. Of course, we often cruise through an anchorage and check out space and so forth before first agreeing on a likely spot. I've seen more relationships/marriages go down the tubes than I care to mention because of fights that started over anchoring.

Like in most relationships, clear communication is primary. And that's true whether you're on the water or not.

Second: If a man doesn't respect you as a capable, intelligent, cool-headed, competent person on a boat, he's not going to respect you as that on the dock.

That's about it. There are lots and lots of men in this world who have always — whether they show it blatantly or not — thought women to be their inferiors. Henry Higgins in *My Fair Lady* expressed this rather common thought in the song, *Why Can't a Woman be More Like a Man?* And not all these men are sailors.

I can get a really good picture of the skipper in his "young 50s" — what's that supposed to mean? — advertising for "an adventuresome 20-30-year-old curvaceous cutie to come sailing away with him". Good grief! We saw enough of these dudes in Mexico and beyond. They usually have deep tans, square smiles, and wear gold necklaces which nicely set off the grey hairs on their chests. Some of them could use their paunches for a dining table. Others are quite physically fit, but have nothing but themselves on their minds.

One poor girl fell for one such offer and sailed all the way to Turtle Bay with the guy before she bailed out. He'd decided that five inches of freeboard was just ducky — and then he left her to guard the boat alone while he zipped back up to San Diego for parts for the non-working engine. She split.

Why don't these guys look for some competent, pleasant woman in her 50s who has experience sailing? Because then they would feel old, I suspect. But I don't know and don't need to know. I'm very, very happy with my husband of 22 years, who is just about the best friend I ever had.

My suggestion: Go sailing with a best friend, male or female, and let nature take its course.

And by the way, *Latitude 38*, here's our subscription renewal. We weren't in the anchorage here at Key West for 20 minutes before someone noticed our hailing port of San Francisco and came over begging for past issues. We were delighted to accommodate.

Anne Kelty  
Aboard *Michaelanne*  
(and heading southeast . . .)

Anne — You and your husband seem to have an excellent relationship both off and on the water. It's a credit to each of you.

### ↓↑ SHEET! SHEET! SHEET!

I'm totally psyched. I've been reading your fine rag for about 15 years and the *Letters* section is one of my favorites. I have long since harbored a desire to see my name in print, but I never really had a compelling reason to write to you. So I created a reason — I bought a boat.

I'd been eyeing this vessel for about nine months. Poor thing, she had been wasting away for two years and needed a good home. She came up for auction in an estate sale on November 24, and at 0840 I became the proud owner of a Cal Cruising 36! (You might recall that John Felch had just written you a letter hoping to find just such a boat. Sorry, John, I hadn't realized how badly you wanted one. But at least know that she found a good home and will be cared for.)

My partner, Dan, and I wasted no time in setting things in motion. Hogin Sails had the genoa in hock, and understandably had gotten tired of it kicking around their loft for the last couple of years. They were about to sell it for like \$600 or something. I was able to buy this



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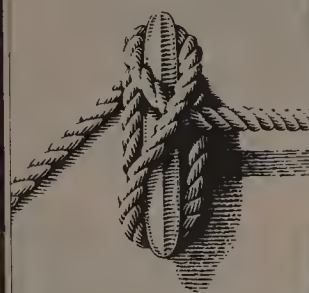
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Emily and Randy checking the main at delivery to Argosy venture before Argosy's Mexico charter.

Argosy is back from a five week trip to Mexico. The boat provided support for an underwater film centered around Mexico's Revillagigedo Islands.

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## LETTERS

beautiful sail back for just \$226, the cost of the lien!

Of course, a lot remains to be done on a boat that has been neglected for two years. But thanks to Larry at Sierra Detroit Diesel, we finally got the old Perkins purring like a kitten last night. By the way, the folks at Sierra said that my engine is a pretty uncommon diesel, but if I send them my engine serial number — located under the high pressure fuel distributor/pump — they will stock parts for my particular engine. What service! And it seems they do it for everybody.

Regarding a skipper's yelling at crewmembers, *à la* Ms. Skoog. The raising of one's voice does not by itself mean displeasure, nor is it sexist. It is often necessary as a means of ensuring safety on your vessel, especially during a race. Therefore, yelling is appropriate under the following circumstances:

- 1) Communicating with the foredeck from the cockpit, and visa versa: e.g., "Made!"
  - 2) Ensuring all crew know you are planning to tack.
  - 3) Ensuring all crew know you are planning to gybe.
  - 4) Motivating your crew: e.g., "Go, go, go . . ." or "Sheet, sheet, sheet!"
  - 5) Notifying crew of possible hazards to their safety; e.g., "Duck!" or "Abandon ship!"
  - 6) Adding emphasis to a request, question, or instruction: e.g., "Who ate my lunch!?" or "Hand me the bolt cutters!"
  - 7) Complimenting the crew on a job well done: e.g., "You finally did something right!" or "Whoooooohooooooo, a bullet!"
  - 8) And finally, displeasure: e.g., "The beer's warm!"
- So, Connie, let's not resort to name-calling, be so judgmental, or thin-skinned — you cry-baby.

Russ Taft  
Chudo (for now anyway), Cal Cruising 36  
Vallejo

Russ — We can't exactly explain it, but we get the feeling there's going to be a lot more than the average amount of fun had on your new boat.

### ⇓⇓A DESPERATE YACHT BROKER

My wife and I have taken a leave of absence to cruise Mexico aboard our Ericson 30, and while we're at it, I'd like to reply to all those who said you can't start a diesel by hand.

As a yacht broker in Seattle, I've come across quite a few boats that weren't properly maintained. So more than a few times when I needed to move a boat for a survey or sail demo, I found the batteries were dead.

There are many types of small diesels, and I have successfully hand-cranked three: the Ferryman, Yanmar, and Volvo. The one cylinder Ferryman was by far the easiest to hand-start. I knew a couple who took a two week vacation aboard their boat even though the Ferryman didn't have an electric starter.

The Yanmar and Volvo are different stories. The Yanmar is easy to spin, but my experience has been that it will only start one day out of every four.

The Volvo is nearly impossible. I was about to lose a sale because the batteries were dead and the buyer thought the MD7 didn't work. I hated to lose a deal, so I gave it my all. I nearly broke my wrist, but I started the damn thing and saved the sale. I would not recommend relying on starting the engine this way, but it can be done by a desperate 180-lb. yacht broker!

Ed Wall  
See World Sailboats at Shilshole

### ⇓⇓IF SPACE IS TIGHT

I am writing to protest the loss of Max Ebb in the December issue of your otherwise sterling publication. If space was tight, perhaps *World of Charter* could have been clipped a bit to make room.



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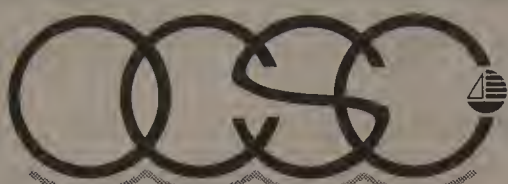


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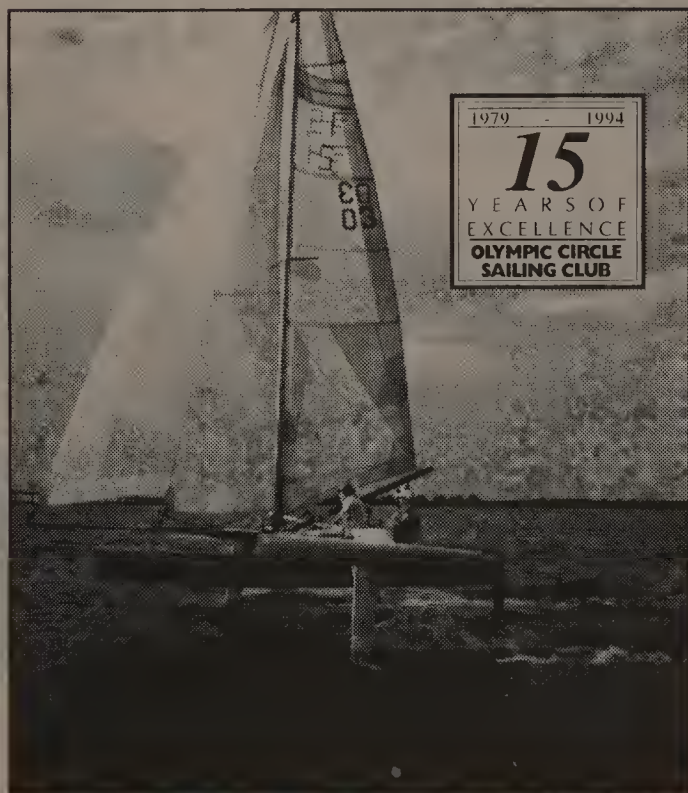
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## LETTERS

I am assuming that Max has not left the *Latitude 38* constellation of stars. If he has, please provide me a pointer to his new home.

Kerry Myers  
Mill Valley

Kerry — *What we had was a failure to communicate. It was a one-time absence.*

### ⇓FOLKS WHO DON'T ENJOY THAT WHITE KNUCKLE FEELING

Contrary to what was written in the last issue, the Cal 29 class races with spinnakers. However, for those folks who don't enjoy that white knuckle feeling, we have a non-spinnaker division which we score separately. It's interesting to note that when all the boats were scored without regard to spinnaker usage, the 2nd and 3rd place boats in our class were non-spinnaker boats. And this wasn't a very windy summer!

For Cal 29 owners who would like to learn more about our racing and cruising activities, the Cal 29 Association will be having a cruise-in to Richmond YC on January 22 with a pot-luck dinner and sail trim videos. We also have some important changes on the bylaws to discuss and vote on. All Cal 29 owners are affected by these changes, so call Fred Minning at (510) 938-5649 for more information.

Doug Clark  
Cal 29 Fantasy  
Emeryville

### ⇓MORE USEFUL THAN A WINDVANE

I'm here in Ensenada, but I can't leave access to the U.S. Postal Service until I reply to Sam Burns' sexist and ageist letter.

Hey! I'm a 72-year old grandmother of six and I still grind a mean winch. I also stand my watches, cook up pretty good food at sea — and can bleed the diesel injectors if I must. I can also trim sails, read charts and carry what needs to be carried.

My husband Vernon and I are double-handing at least to Cabo and I believe I am more useful than a windvane. I'm sure there are many more women like me.

Margaret Huffer  
San Joaquin, Halberg-Rassey 35  
Pittsburg, CA

Margaret — *Tell it like it is!*

### ⇓WOULD COOKIES DO THE JOB?

I was fascinated by the letter several months back which suggested the use of marijuana to prevent nausea. Since I don't want to stink my boat up with the smell of pot — or any other cigarettes — I was wondering if some Alice B. Toklas cookies would do the job.

P.S. I wrote the Clinton Administration asking about the legality of such cookies. They said there wouldn't be any problem — as long as I didn't swallow them.

Larry Brown  
Monte Sereno

### ⇓THERE IS MORE THAN ONE ALTERNATIVE

We loved your *Modern Tales of the South Pacific* article about life in the cruising lane from our favorite corner of the globe, the Fiji Islands. We would, however, appreciate the opportunity to offer a few additions.

While many sailors agree that this area is the highlight of their cruising experience, very few sailors seem to be aware of the charter possibilities to be found there. You did include a section in the article on chartering in Tonga and Fiji, but somehow our charter operation in Savu Savu, Fiji escaped your attention. We would like to let your readers know that when considering a charter in the Fiji Islands, there is more than the one alternative mentioned in your article.



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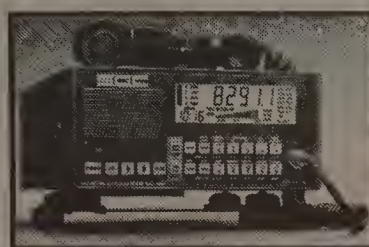
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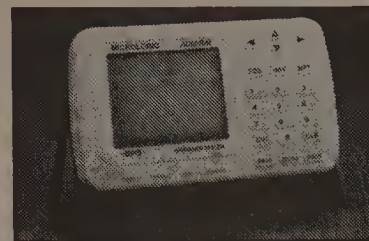
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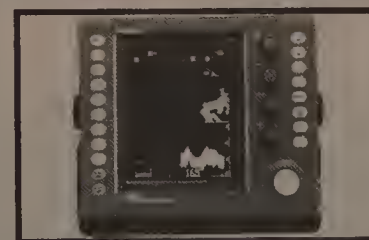
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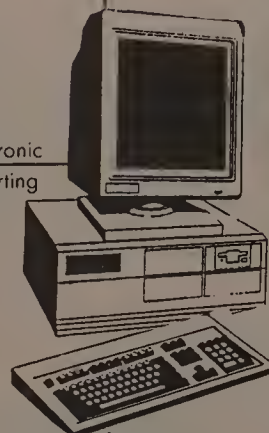
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local ducks; when the weather goes from wet winter storm to warm winter sun; and when our friends come to visit us by the fire in our little water front office and sip some mulled wine, we feel very thankful indeed. You are why we are here and enjoy this life-style so much. We hope to see you for another fabulous year and we wish you peace and love and very happy holidays.

— From all of us at Cass'

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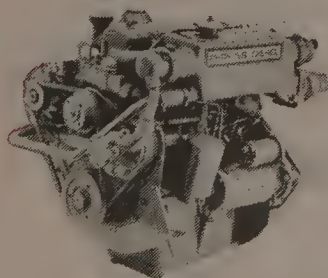
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# LETTERS

While other charter companies may be merging and expanding at a rapid rate across the Seven Seas, we are a small operation preferring instead to specialize on sailing the Fiji Islands. We have always loved sailing off the beaten track, and have been catering to sailors with a similar sense of adventure for almost 10 years.

Our base, located in Savu Savu on the Island of Vanua Levu, gives us direct access to three distinctly different cruising grounds: the Lomaiviti Group, the Northern Group, and the Northern Lau Group. Since this area is far away from the tourist centers, it has escaped the usual negative effects of tourism. The reefs are alive and vibrant, the water is pristine, the fish are plentiful and the native people are the friendliest in the world.

With such a diverse and spectacular area to choose from, we offer more options that most yachties can usually consider. For example, you mentioned in your article that, "The Lau Group in eastern Fiji is so primitive that they are normally off-limits to visitors such as yachties." Consequently, very few yachties have experienced some of the best cruising that Fiji has to offer. With pre-planning, we have been able to obtain permission for our yachts to visit the Northern Lau Group and have been sailing to this remote area for about four years. In fact some of our exploits in the Northern Lau Group have been chronicled in your *World of Charter* section.

In short, next time you're in Fiji, we hope you'll take the time to stop by and see us. If any of your readers would like more information, our ad is always in the *World of Charter* section. We are always happy to give a free slide presentation on Sailing the Fiji Islands to any group in the Bay Area.

Walt Doiron  
Wind 'n Sea Adventures  
Alameda

### GOOD AXIOMS FOR SAILING

I'm including a set of 'rules' that were given to me as a novice sailor taking lessons at Olympic Circle Sailing Club. Capt. Ray Wachmann is a great instructor and told us that following these simple rules should keep us out of trouble. 'Ray's Rules' are:

- 1) Keep the water out of the boat.
- 2) Keep the people in the boat.
- 3) Don't hit things.
- 4) Reef early, reef deep.
- 5) Look good and have fun!

Now a proud boatowner, I have his rules posted down below. My crew thinks they are good axioms for sailing.

Much thanks to Ray and the folks at Olympic Circle for getting me to my dream: sailing my own boat.

K.R.  
Adele  
San Francisco

K.R. — Cursed with the inability to say in 10 words what we say in 100, we appreciate Ray's brevity and sense of priorities. They are indeed rules to sail by.

### THE RED JACKET

I started out lake sailing in Wisconsin 49 years ago and have been sailing the Bay since 1976. I've also been reading *Latitude* for many years. In a recent issue you asked for 'sea stories', so I thought I'd share one of my favorites.

The son of an English Lord was serving with Admiral Nelson on his flagship, *The Bon Homie Richard*. The son, a midshipman at the time, had been instructed by his father to learn all he could from the admiral in order to prepare himself for a command in the future. The admiral had been told by the Queen to take particular patience with the midshipman as well.

As they were out on patrol in the English Channel one day, the Masthead Lookout called out, "One Spanish galleon off the port



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## LETTERS

bow!" Admiral Nelson promptly turned to the midshipman and said, "Boy, go below and get me my red jacket."

When the midshipman returned with the jacket, he asked the admiral why he'd asked for his red jacket as soon as the galleon had been sighted. The Admiral explained that they would probably be engaging the enemy, and that should he the admiral be wounded and the crew see him bleeding, it could dishearten them and sway the tide of battle. Henceforth, his decision to change to the red jacket.

Just then the lookout called again, "Fourteen more Spanish galleons off the port bow!"

The admiral turned to the midshipman and said, "Boy, go below and get me my brown britches."

Jerry Boyer  
Cochinuar  
Pleasanton

*Jerry — Nelson was something of a bullet magnet — he lost an eye off Corsica and an arm off the Canaries before being fatally wounded near the end of his great victory at Trafalgar — so maybe that jacket first came off the hanger brilliant white.*

*By the way, are you certain that Nelson ever had a ship by the name of Bon Homie Richard? We're not history buffs, but it doesn't ring a bell with us. Might you be thinking of John Paul Jones' Bonhomme Richard?*

### UNBURDENED ONCE AGAIN

The blue-footed boobies are the scourge of cruising fishermen, but not just because they eat our catch. We were cruising near Isla San Benedicto on Castaway, trolling for dinner. Whenever someone yelled, "Boobies!", we'd reel in the line as fast as possible. Now, pelicans and other fishing birds dive on their prey, but boobies don't. They land like ducks next to the 'fish' — our lures — and chase them through the water.

One time we didn't reel the line in fast enough and a booby got caught in our lure. We hauled the bird aboard, and while I held its beak open, Mar Dell worked the hook out with some needle-nose pliers.

When I finally let the bill clack shut, we expected the bird to take off, squawking and complaining. But no, it only moved up the deck a bit and sat there mumbling, eyeing us malevolently, daring us to get closer.

"Is it hurt?" Doris asked after a bit. We assured her the bird was fine.

"I think it is", she continued, "because there's white stuff coming out of its bottom."

"That does it!" roared the captain, "It steals the lure, pirates the quarter and now this!" With a large bucket of water, he washed away the bird, squawk, and white blotches of poop.

Tom McCall  
Los Gatos

### MARGINAL AT BEST

Delta and Bay residents since 1984, we've cruised the Pacific from Alaska to Mexico, Mexico to Australia, and all the beautiful places in between. On a scale from 1 to 10, we found Hawaii to be a 2.

Cruising in Hawaii is marginal at best due to extreme weather conditions in the channels, lack of protected anchorages and berths, and unfriendly authorities. Aloha never made it to the State Harbors Division of Hawaii.

Brent & Debbie  
Honolulu, Hawaii

*Brent & Debbie — When it comes to cruising, Hawaii doesn't have much going for it. As you say, the sailing is more often a challenge than it is a pleasure, and because of the volcanic nature of the islands, there are remarkably few decent anchorages in the entire chain.*



# SOMETHING UNUSUAL

has happened at HIDDEN HARBOR MARINA, the Delta's only marina that caters to sailboats only. We have **9 OPENINGS** for sailboats 20 to 45 feet in length. This is an opportunity to berth your sailboat at the most pulchritudinous and exclusive marina in the Delta. The sailing is great, too! For more information, give us a call and read "The River Less Traveled" in the July issue of *Latitude 38*.

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## LETTERS

There's nothing that can be done about the weather and topography of the islands, of course, but something could be done about the lack of berths and the 'useability' of places like Kaneohe Bay, Lahaina, Nawiliwili and Hanalei Bay. But elected officials — in response to the desires of their constituents — have seen fit to not lift a finger. They thus foster an 'ignore them and maybe they'll go away' attitude toward visiting mariners. A lot of cruisers have enjoyed their time in the Islands, but it's been in spite of rather than because of the efforts of the elected officials and state employees.

And while the state certainly withholds the aloha spirit from visiting mariners, that's not necessarily the case on the individual level. On numerous occasions cruisers have told us they were shown warm hospitality by state employees. So give Hawaii a 2.5.

### ↓↑ I'LL TRADE THREE LOBSTERS

I would like to thank and commend you in advance for the piece on Jim Foley. In addition to building that awesome Santa Cruz 40 of his, he has built fiberglass cars and a 34-foot catamaran — of which I am the proud owner — at Moore's Reef in Santa Cruz. Foley also drew the logo for O'Neill wetsuits, probably the most well-known logo in surfdom. He was also credited with influencing the short board revolution.

He and Dana — God, I hope I got her name right — anchored right behind me in Man O' War Cove. He went south and I went up into the bay — swam wid da whales, ya know!

I'll trade anyone who can find me in Mexico three lobsters or abalone — your choice — for the December issue of *Latitude* with the piece on Foley in it. I made the same deal with West Wind in Bahia Santa Maria for the October issue.

Thanks for the great reads. And oh, *Banana Republics* is my favorite sailing song.

Gerado Varado, On Safari to Stay  
Cat Tonga  
Deep Baja

Gerado — You "got her name right" — if you're referring to the boat. If you're referring to Foley's wife, that's Linda Moore. As for the small feature on them, it appeared in the December issue as second part of our feature on Tonga.

Incidentally, Jim told us that the catamaran was "too fast" to cruise. What do you — in deepest Baja — have to say about that?

### ↓↑ OVER 800 BUILT TO MY DESIGN

I am currently writing a book on the Spray. As many of your readers will be aware, 1995 is the centenary of the commencement of Joshua Slocum's solo round the world voyage.

Since Slocum completed his voyage in 1898, almost 1,000 replicas of the Spray have been built and sailed throughout the world. Over eight hundred of these Sprays were built to my design.

I would like to hear from owners of all Spray replicas. Details of your building and cruising experiences with any photographs would be most welcome. We will return all photographs, and we will acknowledge all letters.

Please write direct to the author: Bruce Roberts-Goodson, P.O. Box 1086, Severna Park, MD 21146.

R. Bruce Roberts-Goodson, AM SNAME  
Severna Park, MD

Readers — Those of you who haven't read Slocum's *Sailing Alone Around the World* have missed a real Mark Twain-ish treat. It's published by a number of companies, including Dove which has a \$4.95 paperback.

### ↓↑ ON A RECENT TRIP TO CHINA

I recently purchased a copy of the sail racing computer software *SailingMaster*, advertised in *Latitude*, from Starboard Software of



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**Dan Byrne - Valiant 40** "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

**Hal Roth - Santa Cruz 50** "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."

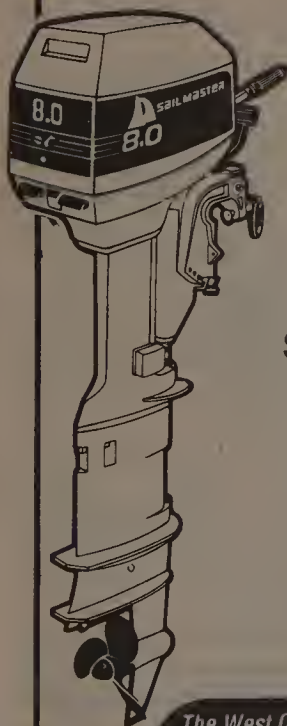


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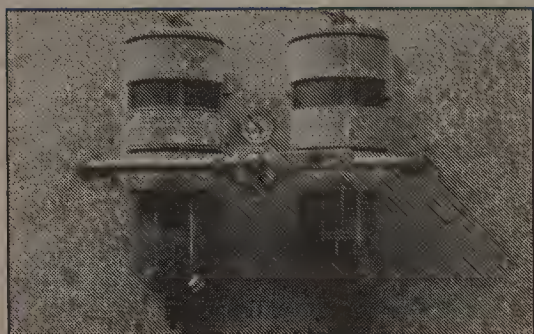
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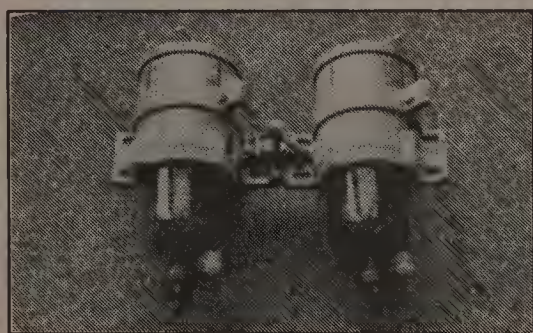


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## LETTERS

Ann Arbor, and installed it in my notebook computer.

Then upon arrival during a recent trip to China, I noted that I had left the user's guide when changing planes in Tokyo. Without the password that's in the user's guide, you can't start the application and remain 'landlocked'. So, here I was, wanting to 'go sailing' but not being able to because I had misplaced the guide with the password!

Out of desperation, I sent a fax to Starboard Software, requesting a copy of the user's guide to be sent to my home in hopes that I could resume the races upon my return. When I called my wife a few days later, she told me about the package that had arrived from Starboard Software by priority mail. While on the phone with her, she opened the package to find not one but two user's guides! I quickly starting *SailingMaster* on my notebook and asked her to look for the password in the user's guide. A few minutes later I was happily sailing away in my hotel room in Beijing!

I think that Starboard Software's promptness in sending me another two user's guides by priority mail at absolutely no charge represents outstanding service beyond the call of duty. As for the software itself, *SailingMaster* not only provided a lot of fun on my business trip, but sharpened my racing skills, too.

Hellmuth Starnitzky  
Oakland

### ↓↑ I TREAT IT LIKE A PET RATTLESNAKE

I hate to badmouth a product that has served me as well as my Sea Cook stove, but I've discovered that the newer models have what appears to be a potentially deadly design flaw.

One morning when I was cooking some extremely greasy bacon, I noted the stove was sagging downwards. This seemed a little weird, so I looked at where it was mounted to the bulkhead — and I'll be damned if both the male and female plastic mountain brackets weren't melting! I figure I was about a minute away from having the whole shooting match come crashing down between my legs. What a hummer that would have been! I probably would have been splattered with grease and caught on fire.

I still love and use my Sea Cook stove — only now I treat it like it's a pet rattlesnake. It's probably not going to bother me again, but it never hurts to keep your eyes peeled.

Jim Evans  
Flagstaff, Arizona

Jim — Can we rest assured that you've notified the manufacturer of your experience with your onboard 'pet'?

### ↓↑ I DON'T THINK MARCHAJ WAS OBJECTIVE

I'm writing in response to your October edition in which C.A. Marchaj's *Seaworthiness, the Forgotten Factor*, was recommended to anyone wishing to increase their understanding of the displacement debate. As part of my United Kingdom Naval Architecture degree, I wrote a short paper explaining the basics of the ultralight school of design as I saw it. During the writing of that paper, I combed Marchaj's book for his thoughts on the subject. I came to this conclusion:

"There is a commonly held belief in many parts of the world that ultralights are not as safe as their heavier counterparts. The most visible exponent of this view is C.A. Marchaj, whose page 371 in *Seaworthiness: The Forgotten Factor*, is dedicated to the exposition of this theme. Unfortunately, he has become ensnared in a common misunderstanding: that IOR boats are ultralights.

"The International Offshore Rule sees stability as a speed promoting factor, and penalizes it, creating yachts with unnaturally high centers of gravity. These medium to heavy boats have very light hulls, and thus are often mistaken for ultralights. The most convincing proof for Marchaj is the '79 Fastnet Race debacle, but as the appended performance plot shows, the victims were at the opposite end of the scale in terms of relative displacement ratios!"



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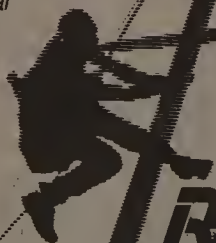
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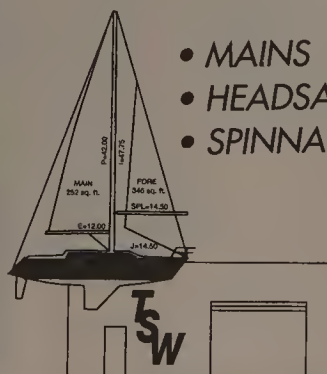
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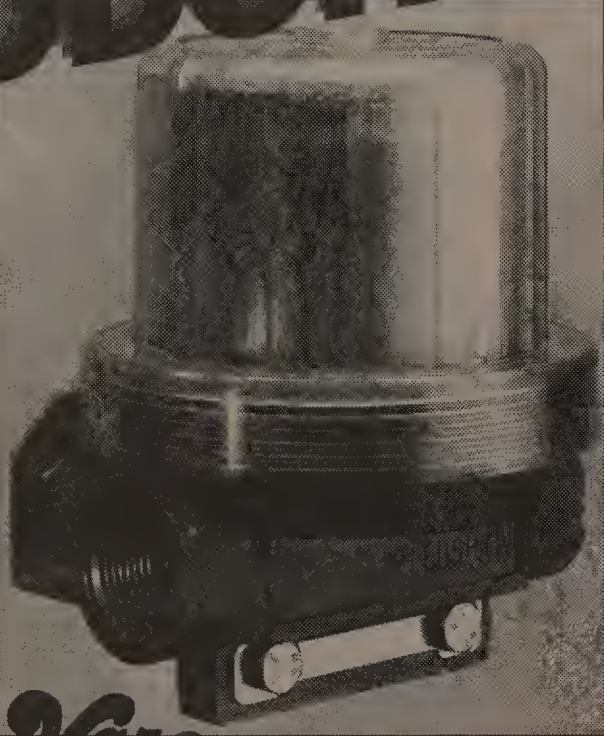
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## LETTERS

Marchaj utilizes an IOR yacht as his light displacement model, which is erroneous in light of the larger design field, where there are many more suitable examples — the Santa Cruz and New Zealand 'schools' spring to mind. The IOR yacht suffers from low stability and less than optimal lines for pleasant sailing — to say nothing of cruising — which makes it an invalid yardstick in stability related safety comparison. I do not believe Marchaj's book was written objectively, and I do not think it embodied accepted scientific conclusions in the field, it merely sounds that way.

Heavy displacement does have some advantages, but cruising boats are not always going to benefit from them. A well-designed, well sailed yacht will always be the best protection against disaster.

Bruce Farr had a great quote on the subject in the old interview *Latitude* did with him: "I think the biggest misconception that cruising sailors have is that 'heavy equals safe'. I think cruising sailors have become entrenched in things 20 years old. A lot of people are sailing around thinking that the best cruising boat is something that is bloody heavy and can't sail to windward. I think they are often looking in the opposite direction of where they should be looking."

Mark Mills  
Auburn, Washington

Mark — How in the world could you remember that interview with Bruce Farr? That must have been 12 years ago!

### ↓↑THEY'D ALL BEEN AT THE PARTY

Just a note to say 'thanks' for such an amazing magazine. I'm a travel writer and have just returned from assignment in the Leewards, and I can't tell you how many yachties — and not just those from California — salivated heavily upon seeing my copy of the November issue. You are well-respected and I can understand why: month after month you produce one of the best magazines I've read — and with a small staff that includes an executive editor who is seemingly always off in the tropics somewhere. Again, amazing!

Anyway, to the point. Since my assignment in the Leewards didn't start until November 15, and I still wanted to be part of the Mexico Class of '93, I attended your 'Mexico Only' Crew List Party in October. I hoped to join a boat that would get me to Cabo by the 11th.

Incredibly, I did find a boat and crew heading south a few days later, and we had a beautiful cruise down to San Simeon. From there we headed to the Channel Islands. After an exhilarating night in fairly huge seas, we made Cuyler Harbor on San Miguel Island the next morning. There were about eight yachts in the cove, mostly from Portland and Seattle, and they'd all been to *Latitude's* party!

The usual cruiser camaraderie soon commenced and we got to be friends with several of the boats — a big 'hi' to Melissa, M'Lady, Skywave and Niord if they are tuned in. Every boat in the harbor was following your cruising guide to the Channel Islands.

We played tag with several boats all the way to Catalina Island, after which we headed to San Diego. It was then that the boat I was crewing on realized there was no way that they would be able to make Cabo by the 11th; they just didn't want to push that fast. So I attended Pacific Marine Supply's Kick-Off party in San Diego on October 30th.

It was a blast! All the rum and Jimmy Buffet you could handle — and most of our Channel Islands friends in attendance. It's wonderful when what you read about in *Changes* starts happening to you! Anyway, before I left, I had five offers on great boats. (By the way, thanks also to Downwind Marine for being a home away from home for a few days!)

I elected to sail on an 88-foot steel schooner on a delivery run to La Paz. To make a long story short, we had a wonderful trip that included a great stop at Mag Bay on the way down. For the next two days, I attempted to make it down to Cabo to pick up my *Some Like It Hot* T-shirt. But as I'm sure you know, three feet of rain had fallen



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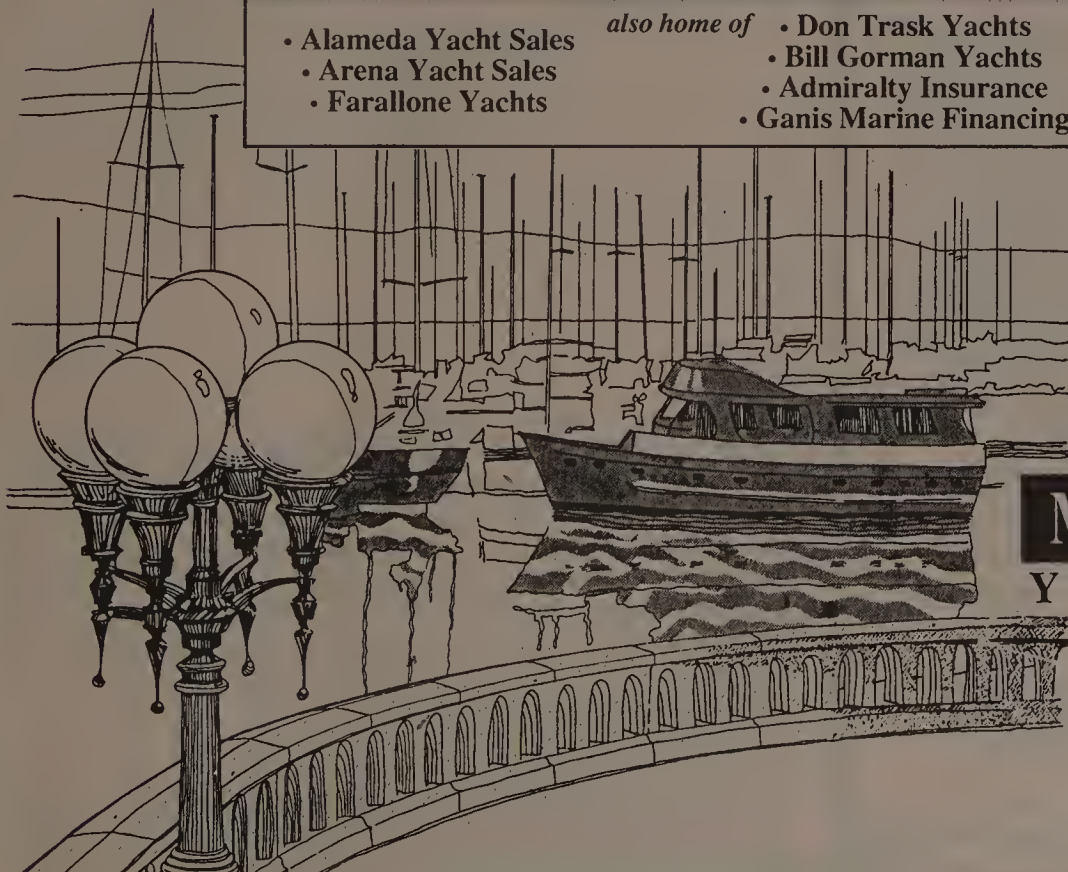
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## LETTERS

on the tip of Baja and all the roads were out.

It may seem inconsequential, but having made the trip and having had a great time, I'm dying to get a *Some Like It Hot* T-shirt to commemorate the experience. How do I do it?

P.S. All the best to my friends down in the Sea of Cortez — I hope to make it back for Race Week. And all the best to my new acquaintances in St. Barts, St. Kitts, Anguilla, Nevis and Saba — and to Capt. Marcel and the *Polynesia* crew. And thank you, *Latitude*; there aren't many publications in the world where you can send such geographically diverse greetings to remote areas and be assured they'll get there.

P.P.S. Yes! Justdoit, justdoit, justdoit, justdoit, justdoit, justdoit, justdoit!!

Mark Joiner  
Orinda

Mark — Thanks for the kind words; we hope the parties and guides helped everyone as much as they appear to have helped you.

We've only got a couple of the new *Some Like It Hot* T-shirts up here, but if you send us \$12 before they disappear, we'll be happy to shoot one over to you.

If you ever talk to Capt. Marcel again, tell him we've got a great series of photos of *Polynesia* sailing between St. Martin and St. Barts. We were sailing side by side with the windjammer when we noticed that each time she plunged into a swell, another 10 of 15 feet of her anchor chain would slip through the hawse hole. The ever-attentive crew on the bow was oblivious to the whole thing. The big vessel probably came to an inexplicable halt a couple of miles shy of *Gustavia*.

### ⇕⇕ BACK TO THE TOY STORE

With regard to the hobby-horsing controversy, it seems somebody needs to go back to the toy store. To wit:  $F = MA$ . In other words, Force equals Mass times Acceleration. Therefore, algebraically, or any otherwise,  $A = F/M$ .

Taking acceleration (A) as a quantity roughly proportional to vertical bow-stern motion, i.e. hobbyhorsing, it is readily seen from the above equations that as mass (M) increases in the bow-stern, the (A) factor, hobbyhorsing, reduces. As the bow-stern masses (M) decrease, the (A) factor, vertical motion, increases.

Of course, there's nothing said above concerning forward speed. It would seem that the deeper the bow buries itself in an oncoming wave, the greater the slowing effect. But conversely, the deeper the stern is immersed in a following sea, the greater the forward speed is increased. Do these variables cancel?

Now, nit-picking aside, which is the best way, in a given sea, for you to load your boat?

A.B.A.P.E.  
Trenayle  
Alameda

A.B.A.P.E. — Lee begs to differ with you:

"It's fine to go back to the toy store for  $F = M \cdot A$ . But while you're there, take a few more items down off the shelf. You'll need a spring ( $F = k \cdot X$ ) and a dashpot ( $F = c \cdot dX/dT$ ) to add to your mass. You'll also have to make your force periodic ( $F = \cos(\omega \cdot t)$ ). Now you have a system with a single degree of freedom that approximates the behavior of a vessel pitching in head seas. Add up the forces, set them equal to zero, solve the differential equation and make a few simplifying substitutions, and you have:

$$X/X_{st} = 1/\sqrt{(2 \cdot \zeta \cdot \beta)^2 + (1 - \beta^2)^2}$$

where  $X_{st}$  = static deflection ( $F/k$ )

$\zeta$  =  $c / c_{critical}$

$\beta$  = forcing frequency / natural frequency

Okay, maybe this isn't really fair. My Lego set seems to have a few pieces that might be missing from yours. The point is, in the real



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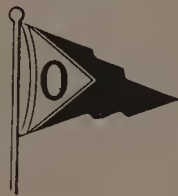


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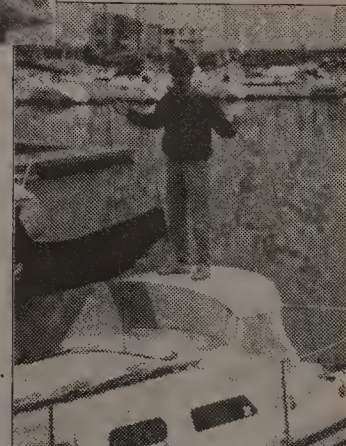
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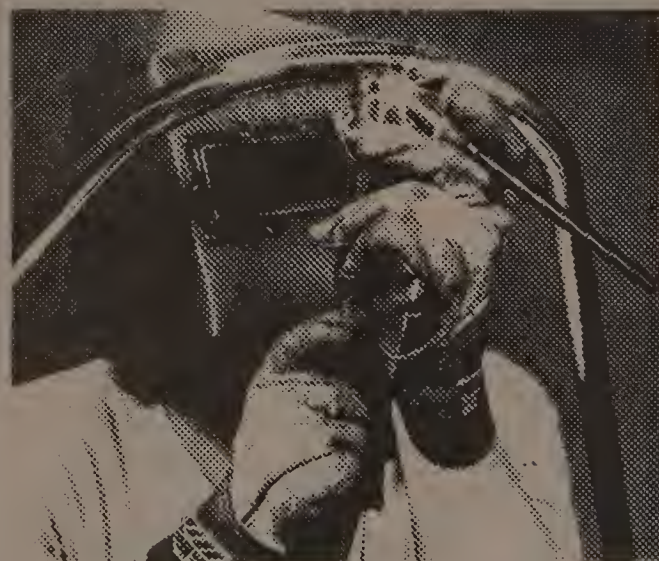


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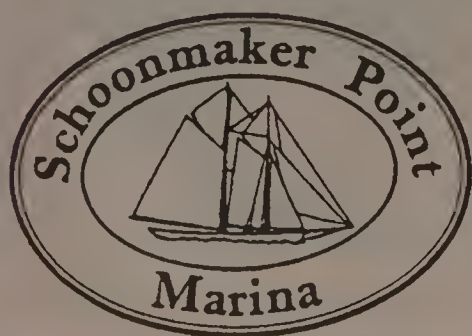


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## LETTERS

world the values of beta and zeta work out so that a boat with lighter ends will tend to "follow wave slope" and pitch over the waves with much less fuss. Adding weight in the ends is almost certain to bring the natural pitch frequency closer to wave encounter frequency (beta closer to 1.0) and result in more pitching. Plot the values of  $X/X_{st}$  in the equation above and see what happens at  $\beta = 1.0$  when zeta (damping) is low. And less pitching doesn't necessarily mean less drag, either. It's the relative motion between the water and the boat that absorbs energy. So eliminating pitching entirely is not the goal — what you also want to do is minimize the phase angle between pitching and wave slope, and this usually dictates keeping the ends light.

You can find exceptions if you try: a heavy boat with a large engine motoring into the short chop of a shallow bay might be on the low frequency side of resonance, and lightening the ends could increase pitching to the point where resistance increases. But don't extrapolate this result to the longer waves in the ocean, or even to sailing rather than motoring into that same short chop."

Whatever you say, Lee.

### ⇓ I'D TRADE THEM ALL FOR A CEDAR BUCKET

Megakudos from an ardent fan. Even though I reside in Southern California, yours is the definitive statement on sailing on the West Coast of these United States. I have no bones to pick or anything, just many thanks for helping keep the dream alive and for providing a network for us dreamers. Oh well, maybe I do have a few things I'd like to bring up.

First, my nomination for best sailing song is Gordon Lightfoot's *The Lee of Christian Island*. He's recorded several other excellent sailing songs, too.

Second, I've got a stinky head. No, on the boat. I've tried everything: bleach, vinegar, replacing hoses, even cleaning it once in a while. Nonetheless, while dining one magic evening on the hook in funky old San Diego Bay, that old odor came wafting back up.

Maybe I've got a sensitive nose or some damn thing, but do you hafta just put up with some bad smells? Is it just the nature of the beast or what? I've got a holding tank and macerator pump and Y-valves and diverter valves and every kind of thing a guy could want in order to be law-abiding. Frankly, at this point I'd trade 'em all for a cedar bucket. Any tips?

Dave Fiorito  
Northstar  
San Diego

Dave — Assuming you're a reasonably good shot, the cause of the odor is almost certainly bacteria breaking down inside the inlet lines. Pheewww!

There are a couple of solutions. The most satisfactory is to use your boat — and head — so often that the bacteria in the inlet hoses never becomes a problem. The second is to try one of several products made especially to combat this problem. Mar Flush, which is manufactured by GMT, and Earth Safe Sanitation Systems are two companies that make products specifically for that problem. You've probably seen their products in these pages and in your local chandlery.

### ⇓ ALL SAILORS GET THE SAME TREATMENT

Why, oh why, do women expect preferential treatment when they step aboard a boat? Racing sailboats is not about sexes, it's about being a team. There is no delineation between males and females on a sailboat, all sailors get the same treatment. Perhaps a novice sailor takes more heat for being a novice, but not for being a 'girl'.

I have been racing sailboats for 17 years and I have never been singled out and yelled at for being a female. Ms. "No Boat Name" should not have placed an ad in *Latitude* that intimated more than just crewing if all she wanted to do was crew. If "No Boat Name"



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## LETTERS

wants to use sailboats to meet men, maybe she would be better off at the yacht club bar.

As an aside, I would like to mention that I have just relocated from the East Coast where I raced several times a week. The first thing I did when I got to the West Coast was to look for boats to race. In the short time that I have been here, I have met many kind and generous sailors who have gone out of their way to help me find boats to race on and who have given me the utmost respect as a sailor.

A toast to West Coast sailors!

Holly E. Sherwood  
Formerly of Necesse (DB1)  
Mill Valley

Holly — With an attitude and experience like yours, we doubt you'll ever be without a ride. A toast right back at ya!

### AMERICANS ARE 10s

We have to answer a comment young Charlie Tatum made in the December issue regarding hospitality. On page 113 he was quoted as saying, "When we were in the Marquesas, families invited us into their homes. They were friendly, trusting and full of good will and intentions. Can you imagine ever having such an experience in Los Angeles?"

Well, do we have news for Charlie! And everybody who thinks the United States isn't such a great country. When we arrived in Los Angeles from Hawaii aboard our Queensland-based *Flying Cloud*, we had received, in a period of four weeks, numerous invitations on other boats and two invitations to private homes. And we were constantly asked if we need any thing, any help, an automobile, whatever.

Since then we have visited quite a number of places on the West Coast and found it no different. Although we only spent four days in Sausalito, we got invited to a birthday party at a private home. When we sailed to the Delta — where we expect to spend the winter before heading north — and had similar experiences. For Thanksgiving, we had four invitations to private homes. And people come by our anchorage, see where we're from, and stop to engage in conversations. They usually return later with a bottle of wine and some fresh fruit.

We give the American people a 10 out of 10 rating for friendliness and hospitality.

Peter & Antoinette Vogelsang  
*Flying Cloud*  
Brisbane, Queensland, Australia

Peter & Antoinette — That's nice to hear — although not that surprising. It's probably universally true that we humans love travellers because we can participate — at least vicariously — in their adventures. As for our neighbors and fellow countrymen, Twain was pretty shrewd when he noted that familiarity breeds contempt.

### I'LL STICK WITH IT

While sailing off the San Diego coast this past summer, I lost a clevis pin which holds the rudder portion of my Monitor windvane. The rudder had a line attached, so I was able to retrieve it after noticing I'd lost my steering.

But here's the point: I looked everywhere for the exact size clevis pin, but it seems that no chandleries carry the size. So I wrote to Scanmar Marine Products in Sausalito asking for a parts list and prices. Within 10 days they sent me two pins — free!

That's quality service from the makers and distributors of a quality piece of "Made in America" equipment.

You can bet I'll stick with a Monitor on my next boat.

Jack McAfee, Captain, USN  
Trilogy

The chief mate of the Pequod was Starbuck, though born on an icy coast, seemed well adapted to endure hot latitudes. He was by no means ill-looking; quite the contrary. His pure tight skin was an excellent fit; and closely wrapped up in it. Starbuck seemed prepared to endure for long ages to come, and to endure always, as now; for be it Polar snow or torrid sun, like a patient chronometer, his interior vitality was warranted to do well in all climates.

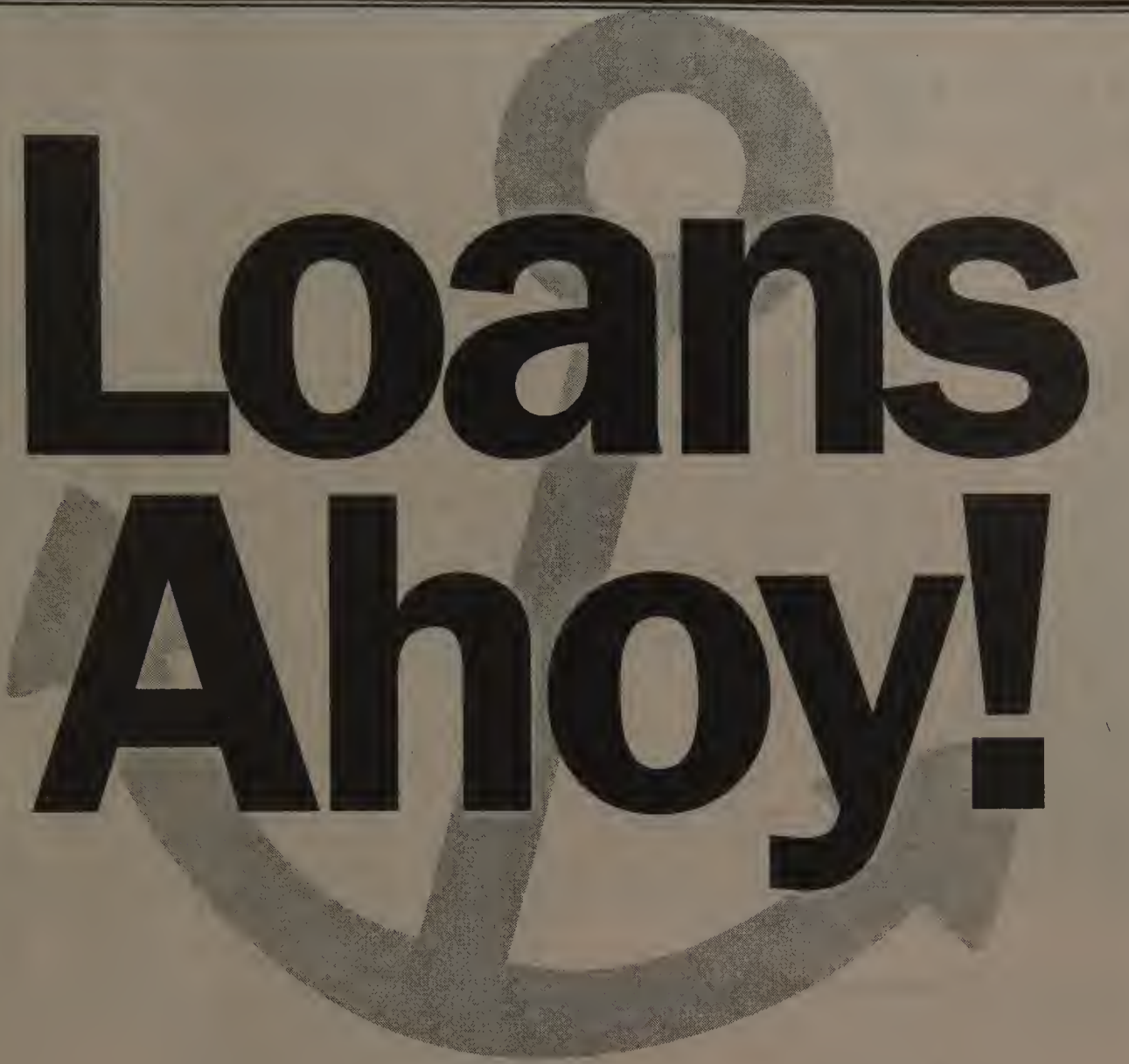
Herman Melville, 'Moby Dick', Chapter XXIV

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## LOOSE LIPS

Dock 3 beats Dock 2. (An inside joke.)

Just how extreme was that tide on November 14? Here we can see my neighbor Lynda (who happens to work for YRA) pointing to the



high water mark put on the pole at 11:30 a.m.

This picture was taken at 6:16 p.m. As you can see, the tide dropped 8.5 feet in just over 7 hours.

— sean lackey  
oyster cove marina

### Glowing appraisal.

The plan is afoot not only to repopulate Bikini Atoll, but to open it as the first nuclear marine park. At least that's the plan under a National Park Service proposal issued last year. Essentially deserted since the natives were shipped to a neighboring island in 1946, Bikini is now said to be a "unspoiled" and a divers paradise. The former seems a bit hard to swallow: between 1946 and 1958, 23 thermonuclear bombs were set off at the atoll, and some 20 wrecked naval vessels lie at the bottom of its lagoon. Current stumbling blocks: Bikini's still-radioactive topsoil would have to be cleaned up, and many of the ships are still loaded with live ordinance.

"Aye, tear her tattered ensign down..."

On second thought, raise it back up. In another "coming attraction", the USS Constitution ("Old Ironsides") is on the slate for a complete restoration to her former glory. Launched in 1797, the 44-gun frigate is the oldest warship afloat anywhere in the world, and certainly the most famous one on this side of the pond. (Nelson's 100-gun Victory was launched in 1778, but is on display in a permanent drydock. The world's oldest surviving warship is Sweden's 64-gun Vasa, which sank on her maiden voyage in 1628. She's also in permanent drydock.) Thomas Gillmer, designer of such historic recreations as the *Pride of Baltimore* and *Lady Maryland* was chosen



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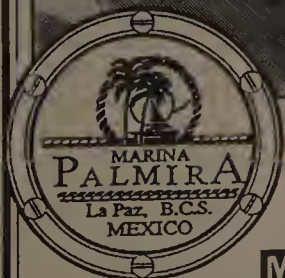
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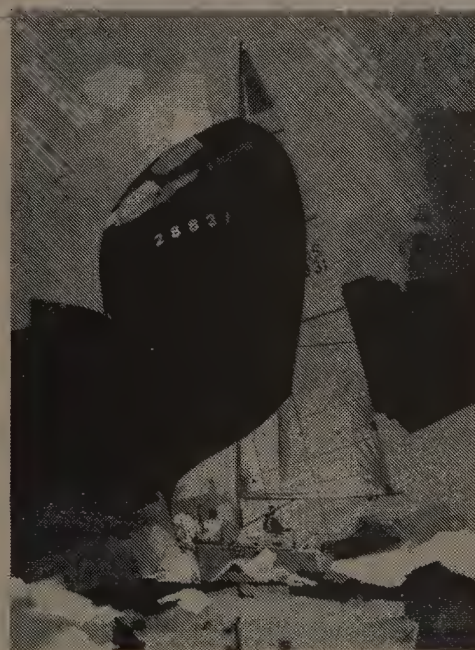
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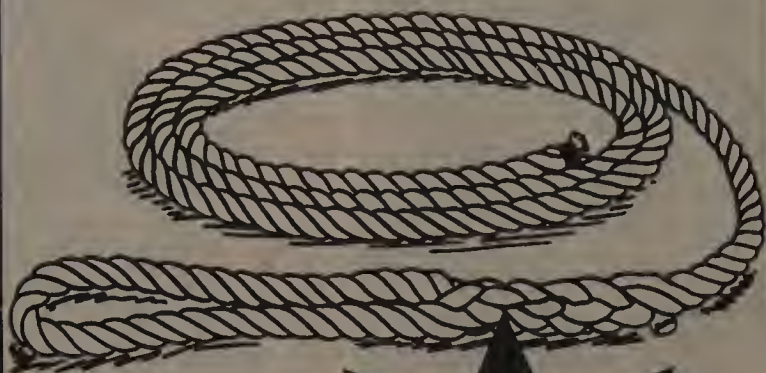
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5/8 x 25	121863	\$23.50	<b>21<sup>15</sup></b>
3/4 x 25	121704	\$33.25	<b>29<sup>95</sup></b>

REF #609 Prices expire 2-20-94

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## LOOSE LIPS

by the U.S. Navy to conduct a structural study of *Old Ironsides*. He's even written a book about it, entitled *Old Ironsides: The Rise, Decline and Resurrection of the USS Constitution* (International Marine, \$24.95). Among goals of the project is to put the grand old lady in sailing trim for her 200th birthday.



**Pop quiz:** Is this boat displaying: a) Le mans racing stripes, b) Marina del Rey racing stripes, c) Del Rey Marina racing stripes, d) all of the above.

### Tubular sailing.

Fledglings and old salts alike may be interested to know about an ongoing learn-to-sail program that's currently airing on PBS. Entitled *Set Your Sails* and brought to you by the good folks at *SAIL* magazine, curriculum includes bareboating in the tropics and navigation, as well as the basics. Time vary from region to region, so check your local listings or call your local Public Broadcasting Station for times.

### Respecting our elders.

We have to say we have a *renewed* respect for our elders, if the ones who've been calling are any indication. They have been the ones who eschew rocking chairs for golden years of adventure. Our article on the sailing adventure part of the Elder Hostel program in last month's *Sightings* struck a chord that they had to follow up on, and about a dozen people called to point out that — yes, yes, we admit it — we neglected to include a contact number. So here it is: (617) 426-8056. That's an East Coast number that operates from 9 to 9 EST, so time your calls accordingly. Elder Hostel is not an organization that you join, per se, but simply one that offers hundreds of different programs and projects for the over-55 crowd throughout the year. A phone call will get you on their mailing list for their regularly-published catalog.

### Vive le difference.

Three well-known sailing names — Mark Rudiger, Billy Erkelens and Adam McAfee — recently joined forces to bring "a fresh twist into the way the sailing industry does business."

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## LOOSE LIPS

A laugh a minute.

At most publications, typos are a pain. Here at *Latitude*, we've risen misspellings and mistakes to minor art. Consider the following (highlighted for nonprofessionals), all real mistakes, all caught in time. Imagine if some of them hadn't been. . .

- "There's nothing like sailing a **firball**..."
- "To make up some time, they tacked out into the **food**..."
- "We **liked** our wounds, then headed out for more..."
- "He was a gourmet **gook** through and through..."
- "It was shaping up to be a nightmare on a lee **whore**..."
- "The park police were **obscene** in minutes..."
- "He emerged from the engine **toom** for the last time..."
- "Okay, gang, let's all **vommit** these to memory..."
- "The interior was stripped and fitted with **pope** berths..."
- "The premier racing event in the Bay is the Big **Boast** Series..."
- "It was a hot day for boardheads off **Crispy** Field..."
- "There was plenty of room below for **gusts**..."
- "There has never been a ship the likes of Flying **Clod**..."
- "Please don't use the Crew **Lust** for dating purposes..."
- "All **liens** were led aft..."
- "The cockpit was fitted with two self-tailing **wenches**..."
- "He definitely knew how to **ruin** a junior sailing program..."
- "He supplemented that meager income by painting **horses**..."
- "We scattered the ashes and sang **Amazon** Grace..."
- "We had to wait in line at the **lunch** ramp..."
- "The **impotance** of such a rule was obvious..."
- "The Cal 20 fleet is full of **antidotes** about their boats..."
- "They agreed to provide us overnight **birthing** at no charge..."
- "Some of the **lard** cases were staying on..."

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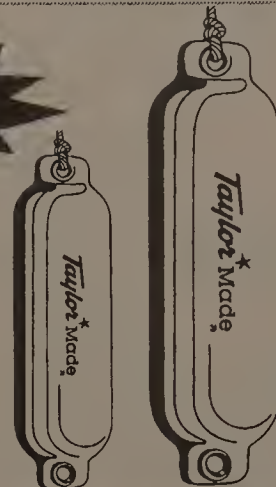
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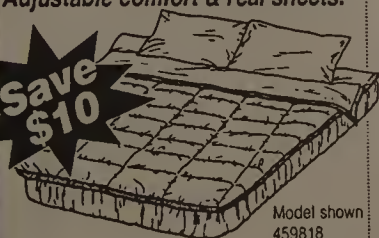


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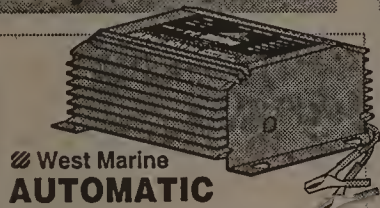
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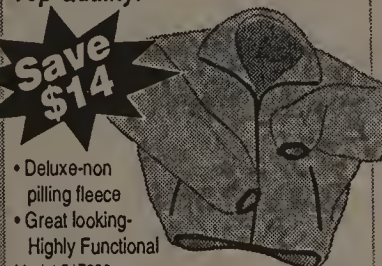
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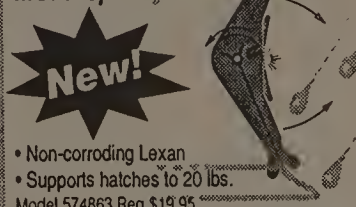
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# SIGHTINGS

## flight of a phoenix

When a vicious fire swept through the harbor at Morro Bay in December, 1988, only a handful of boats at the South T-Street pier escaped undamaged. After the smoke had cleared, 13 boats had been damaged or destroyed and two people were dead.

Among those destined for the scrap pile was the 75-ft wooden fishing schooner *Yorida*. But before her charred remains were cut up and trucked away, fate, in the person of shipwright/sailor Robert Legere, intervened.

"I'd always wanted a big, wood schooner," says Robert, "and on my budget, I knew it would have to be a project boat."

It's hard to imagine a bigger 'project' than *Yorida*. The whole top part of the boat had burned, including the rig, deck and pilot house. Heat or the water to put her out finished off most of the interior. Essentially, all that was left was the hull and the boat's machinery, including a Caterpillar turbo diesel, which survived more or less undamaged.

As Legere found out, it was only the latest misfortune to befall the boat in her brief but checkered history.

Built in Morro Bay in the '60s, *Yorida* was to be the dream retirement for her designer/builder, a man named Cunningham. Not wanting a 'yacht', he fashioned the boat after the stout working schooners of his native East Coast. With a hull of 2-inch thick African mahogany attached to heavy frames with

continued outside column of next sightings page

## cam lewis — where

The goal was simple and elegant: sail around the world in 80 days or less. The Jules Verne Challenge, organizers called it. Where else but France would they even think of it?

Four boats and some of the world's best sailors raced to the starting line. Round-the-world record holder Titouan Lamazou (109) talked backers in to building a behemoth 143-ft, \$18.5 million schooner for the trip, but it hit something in sea trials and almost sank. Whitbread winner Peter Blake and famed singlehander Robin Knox-Johnson collaborated on a huge catamaran, but it started coming apart and they retired, too. The third boat, a big French trimaran, got down to the Southern Ocean before smacking into a growler and it, too, turned back for home.

Bruno Peyron and his four-man crew — which included world-class American sailor





## no man's gone before

Cam Lewis — didn't turn back. Despite leaks, cracks, near capsizes and being smashed by giant waves in the Southern Ocean, they kept the 86-ft catamaran *Commodore Explorer* moving, in light air and heavy. To beat the record seemed almost impossible — they would have to average better than 14 knots. Peyron would say later that he had just wanted to do well this time, and have a serious go at the record next time.

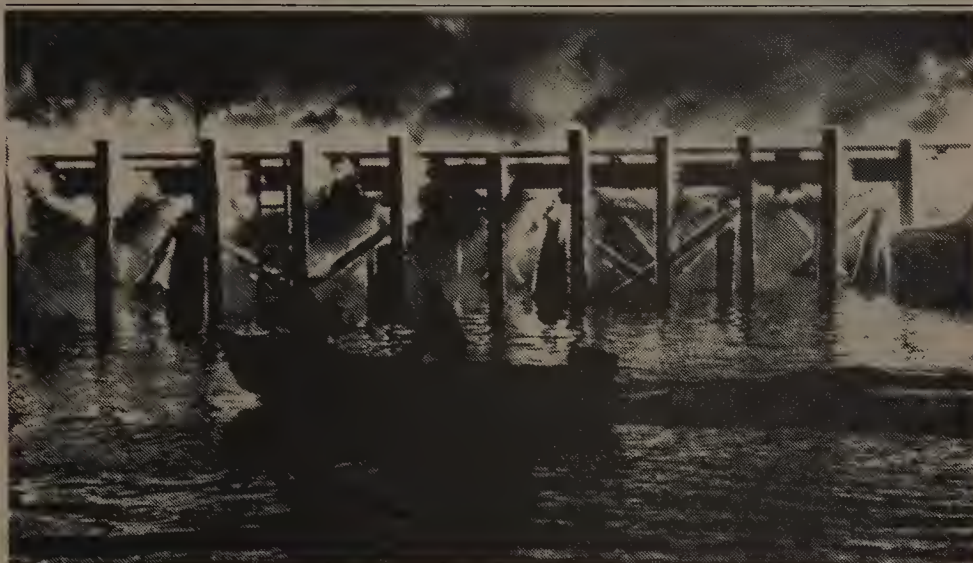
Then, within three days of the finish, *Commodore* got the breeze she liked, and proceeded to knock off one of the fastest 24-hour runs in sailing history: 507 miles noon to noon, hitting a top speed of 32.6 knots in the process. She carried that momentum to the finish line, crossing in 79 days, 6 hours, 15 minutes and 36 seconds. It was one of the defining moments in sailing this decade.

continued middle of next sightings page

## phoenix — cont'd

bronze fasteners, she was built to go anywhere, anytime in comfort.

Unfortunately, after years of working with boatyard toxins, Cunningham fell ill from lead poisoning and was unable to finish his dream boat. He sold her,



Above, Morro Bay, December 1, 1988. Left, 'Chantal' the day before she departed for points south. Below, Robert Legere.

unfinished, to another older sailor who launched the hull in 1974. Before rigging and finishing her out, however, that guy died. From what Legere could find out, she then became entangled in the estate, languishing untended and unfinished at the pier for years until the fire nearly finished her.

As it turns out, the hardest part of the whole project was actually purchasing the boat. "It took an attorney a year and a half before the estate would even sell," says Robert, "and several more months to settle the various liens and get the title clear."

Once it was, Legere wasted no time. The first order of business was to get the boat to San Francisco — and we have to say, seeing the burned-out hulk chugging merrily under the Golden Gate is a sight we're sorry we missed. "We were a sight," he admits.

Legere berthed the boat — renamed *Chantal* after his daughter — at Pier 39. Over the next three years, he worked full-time to convert her from a derelict to, once again, a beautiful, sound, seaworthy schooner. New decks, new interior, new pilothouse, masts, rigging, sails — the list was endless. The funds were not. Robert claims to have more than \$100,000 invested.

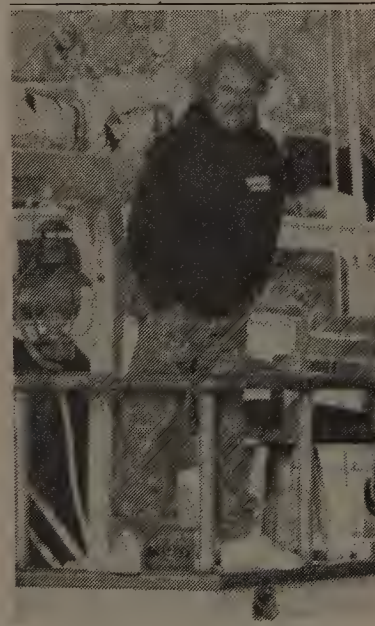
As she neared completion, Legere moved *Chantal* to Sausalito and began looking for a suitable 'first mate' for the cruising days ahead. It wasn't long before Pam Powers, a pretty, blue-eyed blonde from Arizona moved aboard.

Now, after a year of working together, four years since her near demise and more than 20 years since she began building, *Chantal* is finally going sailing. If all goes as they hoped, Robert and Pam will have headed the boat out the Gate and turned south by the time you read this.

Legere admits he is looking forward to enjoying the fruits of so much of his labor. He and Pam hope to make the usual stops — Mexico, Costa Rica, Panama and the San Blas — before heading over to the Caribbean where they hope to offer *Chantal* as a dive-charter boat. (Pam is a certified Divemaster, and the boat is fitted with a compressor to refill scuba tanks.)

With her generous accommodations, traditional look and affable skipper and mate, we have no doubt they will do well.

— john skoriak





# SIGHTINGS

## roots — the maritime version

Of all the many yachts that have expressed interest in participating in this spring's Pan Pacific Yacht Race to Osaka, Japan, perhaps the most 'fitting', for lack of a better word, is a local boat, the lovely red yawl *Xanadu*. Why? Because the 50-ft Phil Rhodes keel centerboarder was built "to the finest Yankee tradition" — by Japanese shipwrights and craftsmen in Yokosuka in 1950. Construction is seasoned teak bronze fastened to ipol (like ironwood) frames. Signs of her mixed heritage have been preserved below: subtle bamboo artwork lining locker doors, and various murals and decorative carvings, some signed by the artists. Even the small Shinto shrine, around whose 'center' the boat was built, is still aboard.

*Xanadu* is one of two local boats currently looking for crew to share expenses for the Pan Pacific Race. She is owned by the *Xanadu* Maritime Association, which is involved, among other things, with getting schoolkids interested in things like tradition, the environment and of course sailing through day trips on the Bay. *Xanadu* is also a regular participant in the annual Master Mariners Regatta and other classic yacht events.

The grand plan, says *Xanadu* captain Phil Graf, is to participate in the race, then perhaps visit local ports around the country to trace the boat's roots. "Then possibly island hop down in the South Pacific, where we might winter, with more goodwill visits in Japanese waters the following season." The return will be via Alaska and the Pacific Northwest.

As you have read in the past couple issues, the Pan Pacific Yacht Race is a pretty unique deal itself. It has 'starts' in five different countries, and will award 'finish bonuses' for yachts that finish within a certain time period. For the American starters sailing out of Marina del Rey on April 24, that bonus amounts to \$10,000. The race is part of a grand promotion to herald the opening of the new Kansai International Airport in Osaka.

While the bonus is a nice carrot, it hardly covers the expense of preparing and racing a yacht 6,200 miles and getting it back home, much less spending any time cruising the area. Thus the necessity of crew sharing expenses. Amounts vary according to which part of the trip people are interested in doing. Sponsorship is also being sought.

For more information about the *Xanadu* trip, call (800) 378-7766. (Potential crew interested in the other local boat which may do the race, the 65-ft cutter *Born Free*, can send applications to 'Pan Pacific', 1001 Bridgeway #503, Sausalito, CA 94965.)

## cabo '82 — where are they now?

We started this with the best of intentions — a look at the 'Cabo catastrophe' 10 years later. Halfway through, someone pointed out that last December marked the 10th anniversary. So fine, this is the 11th year look back at what we called at the time "in terms of pleasure boats destroyed, a disaster unprecedented in sailing history."

Although several notable hurricanes in recent years have eclipsed that claim, Cabo certainly has not faded from the memories of the people who experienced the fast-moving southerly storm that blew into the anchorage the evening of December 8. When it was gone, 28 boats had been driven ashore, most to be smashed to bits by wave action or other boats landing on top of them. Only six boats survived to sail again.

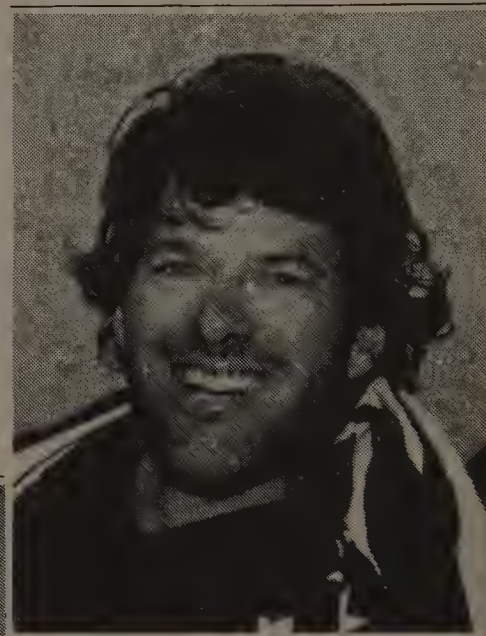
We thought it would be interesting to see where those six ended up. Here's what we found out.

**Joshua** (44-ft steel ketch, Bernard Moitessier, France) — Anchored closest in, famed sailor Bernard Moitessier's globe-girdling steel ketch was the first to go ashore. It remained more or less in one piece until a Peterson 44 went over the top and dismasted her. Moitessier was so disheartened by the turn of events that he simply gave the hulk away to a Swiss by the name of Rado from the San Francisco-based schooner *Elias Mann*. It took Rado and the 'Mann' crew almost a week, but they dug *Joshua* free and refloated her. The boat went on to cruise around Mexico for years. Last we heard, *Joshua* had been returned to France, restored, and has become almost a sailing shrine.

continued outside column of next sightings page

## cam lewis

*Latitude* is proud to present Cam Lewis and his multimedia presentation "Around the World in 79 Days" in his only Bay Area appearance. The date is Friday, February 25



Above, Cam Lewis. Spread, 'Commodore Explorer' powers up.



## — cont'd

and the place is the Corinthian YC. Come and hear what sailing on the edge is like from a man who's been there. For more information, see next month's *Latitude*.

## diesel fuel — not so safe anymore

You're under power, in light air and fog, following a narrow channel. Sails are useless, but your safe, reliable diesel engine is doing its job as usual. Suddenly, it falters, exhibiting symptoms of fuel starvation or air entrapment. Without power, and before you can get out an anchor or make a distress call, you drift onto the rocks. By the time help arrives, your boat has been pounded to pieces and you reflect upon the great service

continued middle of next sightings page

## cabo '82 — cont'd

**Notorious** (Santa Cruz 40, Scott Pine, Santa Cruz) — Offering perhaps the best testimony to the quality of Santa Cruz-built boats, Scott Pine's three-month-old Olson 40 went ashore in one piece and stayed that way, rig included, until her keel, mast and rudder were removed so she could be trucked out. We were unable to track down the boat's present whereabouts

**Grace** (Globe 46, Betty and Sue Culver, Seattle) — Being driven highest onto the beach is what saved Bill and Sue Culver's Globe 46. "We were 'Graced'," said Bill from his Seattle home. Probably the least damaged of any beached boat at Cabo, Bill and Sue completed repairs in La Paz and went on to cruise the boat to Hawaii and the South Seas before returning to Seattle in the fall of '83. They sailed locally until Bill retired in 1989, then sailed to Southern California, trucked the boat to Houston and visited the Bahamas and Key West before trucking the boat home again from Texas. The Culvers sold *Grace* in 1990. The new owner keeps her in Bainbridge.

**Vagabundo** (Bristol Channel Cutter, Richard and Betty Bower, Vancouver) — *Vagabundo* dragged ashore after locking horns with another dragging boat. The boat, one of about 30 BCCs licensed to build in Vancouver, came off the beach with a broken bowsprit and hole through her hull, among other damage. After nearly a year of repair in La Paz, the 28-

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PHOTOS BY SYGMA/COURTESY CAM LEWIS



# SIGHTINGS

## cabo '82 — cont'd

footer went on to cruise the Bowers as far as Australia before returning to the Pacific Northwest. The boat eventually came to the Bay Area via a second owner. Today she's still sailing locally under third owner Skip Hospers, who



Above, 'Joshua' at Baja Race Week, circa 1985. Right, 'Grace' on the beach at Cabo.

keeps *Vagabundo* berthed in the Estuary.

**Dancing Bear** (Cabot 36, Don and Bonnie Verleg, Emeryville) — Don and Bonnie tried to get underway and into deeper water, but fouled their prop in flotsam (as did an estimated 50 boats that night) and joined the melee ashore. Word at the time was that the insurance company refloated the boat, and we know she was tied to the seawall in the inner harbor for a while. We were unable to find the Verleg's to get what happened after that.

**Ayorama** (Endurance 36, Grant Nichols, Comox) — We saved the best for last. It seems that if Cabo never would have happened, Grant never would have met his wife! It took 19 days to get *Ayorama* off the beach and more than a year to bring her back to sailing condition in La Paz. In May of '84, Grant singlehanded her to Hawaii, cruised around a bit, and sailed back home to Vancouver Island, where he met his wife and married in December of '85. Grant says he "introduced her to sailing the proper way — gradually and in small bits and controlled conditions" — and they've since sailed to Alaska and Hawaii again.

The lessons of Cabo were few and simple: Don't anchor too close to shore, don't anchor too close to other boats, don't anchor with wimpy ground tackle — and don't wait for things to get better before they get worse.

Have those lessons been heeded in the years since? Rarely. Could the Cabo catastrophe happen again? Any time.

## pearl harbor of the estuary

December 7, 1993 didn't have to be a 'day of infamy' along the Alameda Estuary, but that's the way it turned out.

It all started around midnight Tuesday (okay, so it was really the 8th). Berthers aboard at Marina Village, the Oakland YC, Barnhill (houseboat) Marina and others in the area were jarred from their sleep by a violent crashing and banging that made some think they'd been hit by another boat. The real culprit, though, was a big wake rolling through their respective marinas. Masts of sailboats banged those of neighbors, lines popped, a few cleats pulled out, stuff fell off shelves or out of lockers — and a few people fell out of bed.

One of those awakened was Frank Grona, whose 65-ft powerboat *Shogun* is berthed at Marina Village. He came topside to see "sailboat masts violently going back and forth for several minutes" and quickly figured out what had really happened. He also saw lights down near the Encinal Terminal — and

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## diesel

rendered you by the California Air Resources Board.

The CARB? What does a bunch of bureaucrats have to do with the loss of your boat?

In a word, plenty. In this case, they decreed new standards for 'cleaner' diesel fuel, which went into effect in October. The diesel you buy now has different sulfur content, lubricity and additives than it used to. This formulation is different than the federally mandated (EPA) standards that have gone into effect nationally. According to Joel Anderson of the California Trucking Association, there have been about 100 complaints about the new EPA fuel — and 5,000 complaints about the CARB formulation! The primary grievance: the fuel breaks down O-rings in fuel and injector pumps. The fix is expensive.

According to Anderson, CARB admits it





## — cont'd

never tested the new formulation on a single engine. What testing the oil companies have done on their own is not yet clear. (Nor is it clear that a scientific case exists for the new formulation actually solving an identifiable problem.) Yet unelected appointees at CARB have forced this flawed standard on every diesel user in the state, causing damage which can be estimated in the millions of dollars in the trucking industry alone. CARB has also lost immense amounts of tax revenue, since truckers have taken to fueling up outside state borders.

When a truck or diesel-powered car breaks down, it can be serious, but it's usually not life-threatening. For vessel operators, the results could be catastrophic. If you still have 'old' diesel in your tanks, make it last and don't top off with any new fuel if you can avoid it. If you must refuel, see if

continued middle of next sightings page

## estuary — cont'd

a big powerboat coming back up the Estuary.

"They were in the middle of the Estuary doing about 12 or 15 knots, throwing off a big wake." Through binoculars, he could plainly make out the word 'PILOT'. He was, in fact, seeing the Bar Pilot's newest craft, *Golden Gate*, on a return run from dropping a pilot.

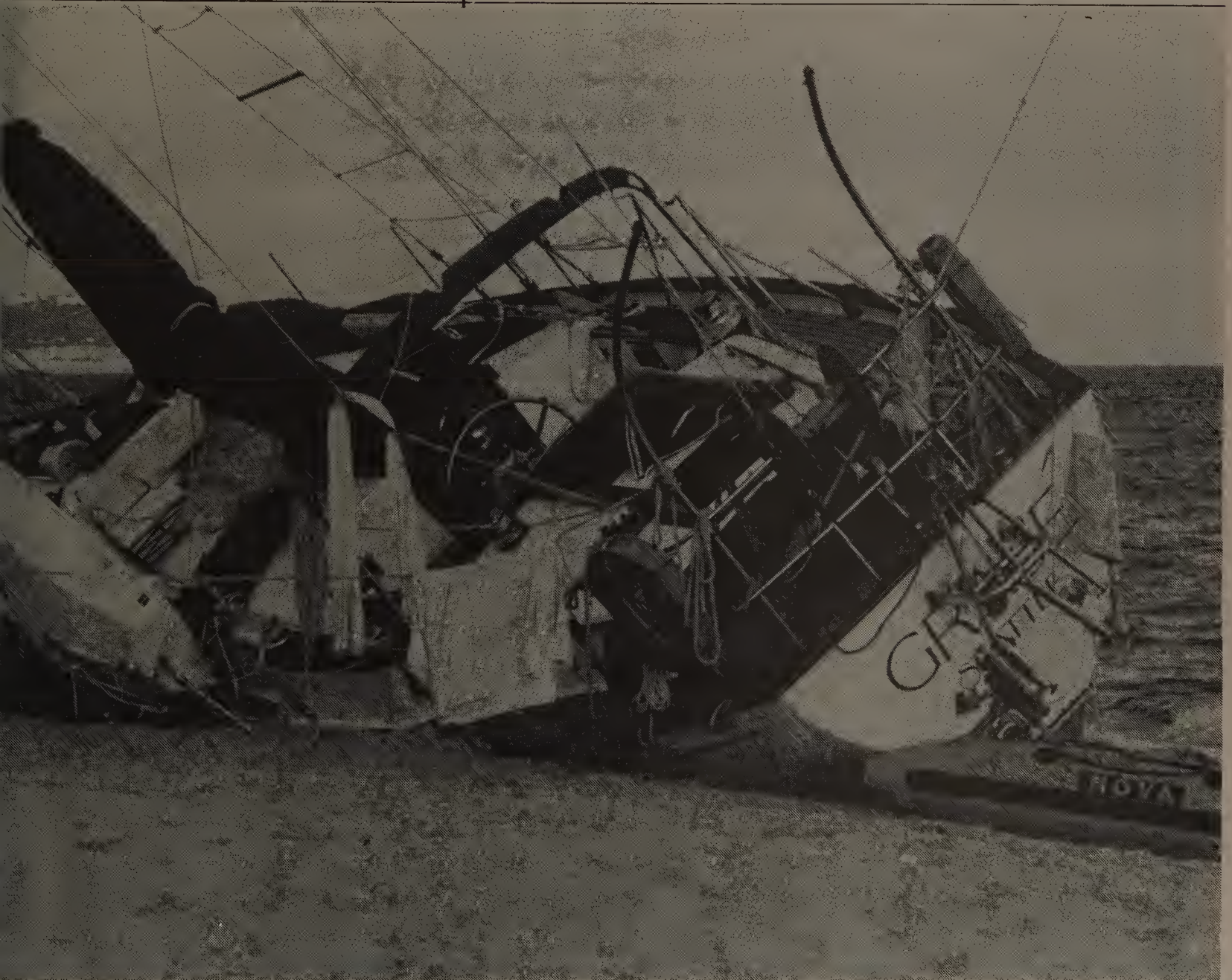
He also watched as another huge wake roll through the marina.

Once word got out that the pilot boat was the offender, calls began flooding in to both the Coast Guard and the Bar Pilots. We talked to a half-dozen people including the harbormasters at Marina Village, Barnhill and the Oakland YC, and all said the Coasties responded quickly and appropriately, taking reports and assigning a marine safety officer to investigate each.

The Pilots were another matter. Callers say at first everything went well enough, with the pilots giving out the name and phone number of their insurance company. But after awhile, callers were shut off with comments like, "Call your insurance company," or, "Talk to our lawyer." Most concede that, had the pilots handled things a little more diplomatically, a relative molehill might not have become the proverbial mountain.

Now, there's a hearing scheduled for January 19 to determine if the Coast Guard should pull the license of the pilot boat driver, a 20-year employee. (The pilot boats are run by professional crews, not the pilots themselves.) Among those whose boats and property were damaged, there is sporadic talk

continued outside column of next sightings page





## estuary — cont'd

of a class action suit. And, despite the impending holiday, there was a pronounced feeling of ill will toward the Bar Pilots as we went to press.

The official response of the pilots, through their attorney, Bob Chiles, is that the *Golden Gate* was not the only boat in the area at the time. (The only other vessels witnesses saw were tugs pushing the freighter *Washington Rainbow II*, the ship for which the pilot boat had made its run down the Estuary in the first place.) The pilots are also conducting their own investigation of the incident, said Chiles.

No dollar-amount had been assigned to damage as this was written. But from what we could find out, it was relatively minor — "Just enough to cover the deductible for most people," was how one person put it. Possibly the most serious damage occurred to docks, which bent and twisted around pilings. The flotation foam actually washed out from under some of the old wood docks at the OYC, and over at Barnhill, some water and sewer pipes broke.

Having written this at a time when goodwill and cheer pervade the season, we hope to report next issue that all parties involved in the 'wake of infamy' incident have shaken hands, made apologies and settled accounts. Stay tuned.

## new mlb for the uscg

We all hope never to need the services of the Coast Guard, but for those who eventually will, the good news is that rescue will soon be quicker in arriving than ever before.

Now in service at Oregon's Tillamook Coast Guard Station is the first of the USCG's Mark II, 47-ft motor lifeboats to reach the west coast. This high-speed, all-weather craft will eventually replace the Coast Guard's venerable 44-foot motor lifeboats, which will mark 30 years of service in 1994. The new boat is based at the Tillamook Coast Guard station, where it will be evaluated for surf-rescue and ocean work.

Twin 450-hp Detroit Diesels allow the aluminum-hulled Mark II to cruise at 28 knots — double the speed of the 44-footer. And unlike the older boat, it provides seating for all crew members, with four steering stations — port and starboard, on the upper deck and in the pilot house. The 47 is self-righting and is equipped with complete instrumentation.

The prototype 47 was stationed at the Coast Guard's Ilwaco (Columbia River) station, where it underwent two years of evaluation. Modifications were incorporated into five 'pre-production' Mark II boats built by Textron Marine Systems of Louisiana. To assure conclusive testing, boats were assigned to the following Coast Guard stations: Gloucester, Massachusetts because of the heavy weather there; Cape May, New Jersey because it's such a busy port; Oregon Inlet, North Carolina, because it's shallow; and Tillamook and Umpqua Bay, Oregon, "because they're such God-awful places to get in and out of."

After this round of testing is completed in about a year, the final order for up to 100 Mark III boats will be put out to bid. Eventually, the 47-ft MLB will become standard issue around the nation.

— peter marsh

## strangers in a friendly land

We don't get many cruising boats from Tokyo here in Santa Cruz, so it was a real treat for the local sailing community when Tohru and Kyodo Kitada arrived on *Ondine*, their Beneteau First 38, in early December.

One of the reasons for this dearth, according to the Kitadas, is that there are only about 20 boats cruising out of Japan — total! (There are probably more than that just from F-dock here.) Apparently, the average Tokyo businessman doesn't have the time, inclination or imagination to take off for a long cruise, much less the 10-year circumnavigation the Kitadas have planned.

The Kitadas started a graphic design firm in Tokyo in 1980. Last year, it finally reached the point where the employees can keep it running. When Tohru and Kyodo return home for good in 2003 or so, they plan to pass

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## diesel

you can find a place that doesn't move much diesel and may have some of the old stuff left. The difference is apparently readily discernable, we're told: The good, old diesel is the amber color most of us are used to. The new, bad diesel is sort of a bluish purple.

If you're going offshore, you can do what we're doing for an upcoming delivery to Hawaii: get enough (in jerry cans) in Nevada to get out of port, then sail to Mexico or Oregon and fuel up there.

## winter rules

If tranquility was what you sought during the holiday season, the scores of shopping malls that circle the Bay Area were the wrong place to find it.

But like the calm eye of a hurricane, the Hospital Cove anchorage at Angel Island was a serene center. While the roar of traffic was deafening on freeways, bridges and many surface streets, at Hospital Cove there wasn't a sound louder than wavelets rhythmically lapping upon the shore.

With the start of a new year, there are months of tranquil days waiting to be enjoyed at Hospital Cove. You can either take one of the berths or grab a mooring buoy. As you can see from the spread and inset photos, there was plenty of room for all.

A winter afternoon or overnight sail is invigorating and good for you. It's also good for your boat. The concept of 'use it or lose it' applies to boats as much as it does the tip-top functioning of your mind and body. So why not treat yourself and your boat to a winter sail or mini cruise this weekend?



## — cont'd

Governor Wilson has appointed a task force to 'review and study' the problem. While the bureaucrats talk, our diesels are being ruined and our vessels and lives are being endangered. The best thing concerned boaters can do is call or write their state representatives and demand that this faulty fuel be removed from the market *immediately*. You can also call the hotline set up by the California Truckers Association at (800) 960-8733.

— phil graf

## strangers — cont'd

ownership of the company over to the employees.

*Ondine* arrived in Santa Cruz just in time for the lighted boat parade and were mobbed at their end-tie. In Japanese fashion, they invited everyone aboard. Two shifts of about 20 people each nearly capsized poor *Ondine*. Tea and warm blankets made it to the first 10 visitors or so. Tohru is a contributing photographer to the Japanese sailing magazine *Kazi*, and plans to send photos of the soon-to-be-world-famous parade.

The fun the Kitadas have had in California (they stopped in Sausalito before coming south) belie a rough start to their cruise. They left Hokkaido's Kushio Harbor on June 20 for Attu Island, the western extremity of the Aleutian chain. The crossing took two weeks, and included 42 hours hove-to

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# SIGHTINGS

## strangers — cont'd

in a gale. Later, on a transit of the infamous Unimak Pass (near Dutch Harbor), *Ondine* was dismasted in winds gusting to 55 knots. Gathering up their rig, they limped into King Cove on the Alaskan peninsula. The good



Tohru and Kyodo Kitada.

people at Peter Pan Seafood used their metal shop to fashion a sleeve, splicing the mast back together where it broke near the deck. They then refused any money for their efforts.

*Ondine* continued on to Sand Point, where Doug Karlberg of the fishing boat *Mrs. Sue K* helped them repair other gear damaged in the storm. He then fed them, gave them diesel and sent them off — also refusing to accept any money. "The Japanese fishermen were good to us, but no one has ever been so kind as the Alaskan fishermen. They helped us when we were really down. They really saved us," Tohru said.

After fitting a new mast in Vancouver, they returned to Alaska to see the places that they missed. (When you have 10 years, you can do stuff like that.) Being Japanese, they went to every hot spring they could find and ate more halibut, king crab, salmon and cod than 10 Tokyo sushi bars could fix in a month. They've seen puffins, eagles, grizzly bears and orcas. In Alaska's Inside Passage, a Humpback whale surfaced directly in front of the boat, nearly grazing the pulpit with its flukes when it dove.

"We started out thinking that the sea life and the beautiful harbors would be the best part of the trip," said Kyodo. "But the people we've met along the

continued outside column of next sightings page

## mark's

Back in the mid to late '60s, in the last glory days of wooden yachts when the likes of *Baruna*, *Orient* and *Bolero* were carving their names indelibly into the psyche of Bay racing, a lanky teenager named Mark Sange was a familiar face. In addition to sailing El Toro and Penguin dinghies, he was a regular aboard the likes of Elmer Peterson's 44-ft cutter *Java Head* (on which he'd sailed since age 10) and the elegant 110-ft schooner *Shamrock*.

For those of you scratching the gray hair now going, "Oh yeah, him. Good kid. Whatever happened to him, anyway?" Well, for about the last 20 years, Sange's been off enjoying the sailing life — skippering, chartering and delivering a score of boats big and small around the Med and Caribbean. This short piece is to inform Bay Area boaters that Mark, at 51 still very much 'the kid', is finally back plying local waters again.

Sange didn't plan to be gone quite so long. The Europe thing started out to be just a summer of hitching around for an adventurous 18-year-old. But he got a job caring for an old 60-footer in Greece, one thing led to another and in 1975, Mark found himself standing before his dream boat — a 37-ft steel sloop named *Rembrandtine* on the hard in Athens. The rich Greek owner was asking \$35,000.

At the time, Mark could raise only half of that. He hung around for weeks, trying to figure out some way to make the deal happen. Finally, he got up the nerve to make the man a proposition: "I'm going to buy your boat, but let's flip a coin. If I win, I pay \$17,500. You win and I'll pay \$35,000." The Greek reflected a moment and then smiled. They flipped. Mark won.

Mark chartered *Rembrandtine* until 1978, when he made another killer deal for a beautiful 62-ft steel sloop named *Serena*. The boat had undergone a complete restoration, whereupon the German owner rammed it into another boat in Hydra. He was so shaken that he never took the boat out again and it sat untended for three years. Mark and

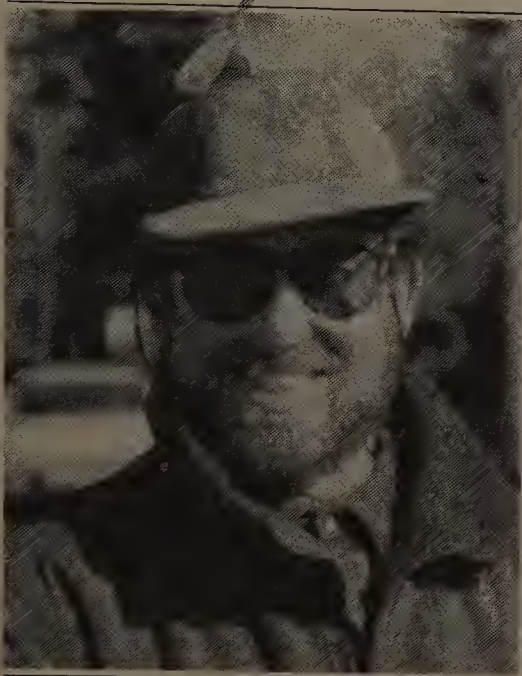


'Emerald Lady.'

his partner/wife Babette did the mostly cosmetic second refit and chartered the boat out of Rhodes for the next 10 years. In between seasons, he also skippered and delivered a number of boats around the



back



Mark Sange.

Caribbean, including an Ocean 71 and Swan 65. He even flew to Taiwan to oversee the construction of a custom Tayana 44 for a member of the musical group Pink Floyd. In place of a chart table, the boat featured a full keyboard and enough electronics that the musician could 'create' right on board, no matter where he was in the world.

Mark and Babette sold *Serena* and returned to the Bay Area in 1989, taking up residence in Bolinas. The next almost-by-accident career opportunity came in the form of a call from an old charter client who asked if Mark might like to fly to Argentina to check out an exotic car he was thinking of buying. Once again, one thing led to another and almost before he knew it, Mark was a sought-after broker of exotic autos of every make and vintage. And we're talking exotic. Among the deals he arranged was the sale of the first Ferrari F-40 — a \$900,000 ride — brought into the U.S.

While the business had its good points — Mark credits honesty for his success at it — the stress of midnight phone deals and drop-of-the-hat trips to who knows where was tearing his life and marriage apart. When the bottom fell out of the collectors car market a couple of years ago, Mark used the opportunity to, as he puts it, "get wet again." He's taken up Laser sailing with a passion, and helmed the 75-ft schooner *Tyrone* to a fastest elapsed time in the gaff division of the last May's Master Mariners Regatta. But he credits the many automotive *Concours D'Elegances* he's attended over the years for the idea for his present line of work: the Sausalito Water Taxi.

The 29-ft *Emerald Lady* is the fruition of

continued middle of next sightings page

## strangers — cont'd

way have been what's really made the trip worthwhile. Even the Coast Guard and Customs agents who have had to deal with our terrible English have been very understanding. The only reason we've made it this far is through the kindness of Americans."

— tor johnson

## cheap talks

Although we've never been ones to let a little cold and/or flukey winds keep us off the water in the winter (rain is another story), for many sailors, winter is more a time of 'intellectual sailing', if you will. While those 'dark and stormy nights' rage outside, many sailors sharpen their knowledge by attending the myriad seminars put on all around the Bay Area and beyond that cost little or no money to attend. To keep up on what's happening where, all you need do is crack the magazine to the *Calendar* section every month.

Most seminars are one-shot deals. You go for a day, an evening, or sometimes a whole weekend. This month, however, we wanted to highlight some of the more ambitious projects going on. These are ongoing lecture series that could keep those itchy 'tiller fingers' busy until well into the spring.

### 1994 West Marine Seminar Series

The nation's leading boating supply retailer has put together an impressive list of speakers and subjects for the new year. All seminars will occur at West Marine stores in the cities noted except Dr. Benedict's lectures, whose locations are specified.

**Kent Benedict, MD** — Kent is an Emergency room doctor in Santa Cruz, teaches at Stanford and serves as Chief Medical Officer for the Cal Maritime Academy. He is also a collaborating author of the excellent and fascinating book *Where There Is No Doctor*. In "Emergency Medicine At Sea," he'll cover shipboard medical kits, preparing for long passages, treatment of sickness and injury, dive medicine and using your radio to access medical advice. (1/11 — EMT Training Center, Santa Cruz; 1/18 — Sausalito YC; 2/11 — Cal Maritime Academy. (415-332-4681 for more information on this seminar only.)

**Brion Toss** — The well-known author/rigger is one of the best at making the sometimes confusing business of rigging understandable. He'll speak at the following West Marine stores: Sausalito — 1/25; Oakland — 1/26; Santa Cruz — 1/27.

**Gordon West** — West's is another well-respected name, this time in the field of marine electronics. He'll address the newest, hottest products in that field, and representatives of a variety of electronics manufacturers will be on hand to help answer specific questions. (Stockton — 3/7; Oakland — 3/8; So. San Francisco — 3/9).

**John Jourdane** — Unless you're squeaky new to sailing or have never seen a *Latitude 38* before, you'll already know Jourdane as a world class



John 'Mr. Clean' Jourdane.

navigator, Whitbread veteran, author and, for this series, a proponent of 'green boating' — keeping our oceans clean. John will cover topics of concern to all boaters from managing all types of wastes aboard to the latest in less

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## talks — cont'd

toxic paints, varnishes and cleaning products. *Sausalito* — 1/11; *Oakland* — 1/12; *Santa Cruz* — 1/13.

**John Koliu** — With a resume that includes an Olympic medal and command of an America's Cup contender, Koliu is one of the top skippers in the country. He knows how to put a maximum effort together in a minimum of time, which is the subject of this WM seminar. (*Sausalito* — 2/8.)

**John Neal and Barbara Marrett** — Thousands of cruisers and wannabe's have followed John and Barbara's *Mahina Tiare* stories in books and magazines over the years. Now here's the chance to meet and hear them in person. Topics will include choosing destinations and gear, provisioning and navigation. (*Santa Cruz* — 2/23; *Palo Alto* — 2/24; *So. San Francisco* — 2/25; *Sausalito* — 2/28; *Oakland* — 3/1.)

**Chuck Hawley** — Veteran sailor and singlehander (Singlehanded TransPac, class of '80) Chuck has been the safety guy at West Marine for a number of years, as well as the author of many of WM's *West Advisor* features in their catalogs. His lecture will be a two parter: the first hour will cover anchoring, the second, safety. In both parts, he'll discuss gear, procedure, recovery and, in the safety part, prevention. (*Sausalito* — 4/19; *Santa Cruz* — 4/20; *Palo Alto* — 4/26; *Oakland* — 4/27; *So. San Francisco* — 4/28.)

Most seminars run from 7 - 8:30 p.m., and include a generous question and answer period. Because they fill up fast, you need to buy tickets well in advance. They're \$5 per person at the store, except Emergency Medicine At Sea, which is \$20.

(Although we've noted only stores in the Bay Area, most of these seminars will continue in WM outlets around the country. For more information, call the store nearest you, or 800-538-0755 for the number of the store nearest you.)

### Orange Coast College 1994 Sailing Adventure Series

Okay, this one is a little out of the area, but it's such a benchmark series, we can't help but include it. Walt Gleckler has been putting the series together for more than a decade, and somehow manages to top himself every time — not unlike ourselves, really. By popular demand, the lectures have been expanded to two locations, the original at Orange Coast College in Costa Mesa, and now Ventura College.



Bill Pinkney.

### Nigel Calder: "Yucatan to Honduras"

— Yes, this is the same Nigel Calder who's become one of America's most prolific and widely read marine technical writers. In this lecture, Calder and his wife Terri underscore the need for self-sufficiency when cruising. The Calders make their home in Maine and cruise their homebuilt 39-ft Atkins ketch with their two small children. (*Ventura* — 1/6; *OCC* — 1/7.)

**Bob and Marie Austin: "North to Alaska — In Search of the Secrets to Successful Cruising"** — Between them, Bob and Marie have accumulated 145,000 blue water miles under their keels. What's all the more amazing is that they've come to do it in between busy careers as a doctor and nurse. They are writing a book on the psychological aspects of cruising and will use their lecture to explore the secrets to a happy and successful voyage. (*Ventura* — 1/13; *OCC* — 1/14.)

**Alvah and Diana Simon: "Distant Drums — Cape Horn Astern"** — "The road less travelled" certainly applies to the Simons. In their 13-year circumnavigation, they chose courses far off the Trade Wind

routes. And as a result, enjoyed places and people few cruisers normally do: the jungles of Borneo, gauchos of the Pampas, the deserts of Africa and even mighty Cape Horn — all from their 31-ft sloop. (*Ventura* — 1/20; *OCC* —

continued outside column of next sightings page

## mark

that idea. Built in Seattle and exuding all the teak and brass charm of an authentic 1890s fantail launch, the *Lady* is Coast Guard certified to carry 18 passengers, and features modern conveniences such as a great sound system and heating. Its name notwithstanding, the Sausalito Water Taxi started operating out of San Francisco's Pier 39 in October.

Saying much more about a motorboat could start to strain our credibility. So we'll just say that so far, Mark's newest business venture seems off to as promising a start as any of his former ones.

## boat breaks,

'Fun' seems not to be a word bandied about much in the upper echelons of our sport. And the stress of fundraising and pulling a project together on time can make a job like air traffic controller look downright relaxing.

The latest victim of this phenomenon seems to be Michael Carr. In a tortured and emotional 4-page letter sent to scores of friends and supporters, the East Coast sailor announced in early December that "with frustration, regrets, embarrassment and depression, I am withdrawing as an entry in the BOC Challenge 1994-95." The singlehanded round the world race starts in Charleston, South Carolina, in September.

In the letter, Carr cites flaws in his boat for the decision. *Imagine* is a 60-ft Class I aluminum yacht created by Kaufman Design of Annapolis. According to Carr, who has been unreachable by phone, "I saw *Imagine*'s hull give way in conditions that should not have taxed any boat. I saw welds break and pop and I knew it was over."

Mike Kaufman of Kaufman design does not share this view. He says he sees the incident, although unfortunate, as little more than growing pains for the largely experimental design. "This is why you build early and have sea trials," he says, "to see what works and repair what doesn't."

"Yamaha (the Farr-designed Whitbread 60) suffered the same bottom impact damage in the same area, forward of the keel and aft of the crash bulkhead," he continued. "So they laminated in a new, stronger panel and went sailing. Clearly, this new generation of fast monohulls are seeing loads in excess of what are predicted by past experience and the classification societies." Both the design and construction of *Imagine*, incidentally, were overseen and approved by the American Bureau of Shipping.

The damage occurred during a test sail on November 18 off Newport, Rhode Island. Af-



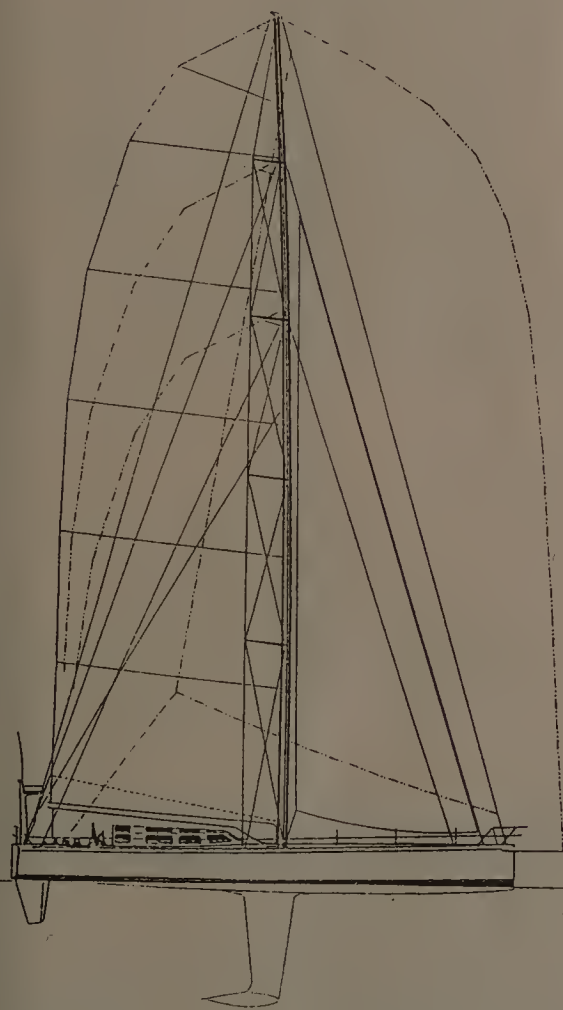
## — cont'd

But Sange won't let us off quite that easily. "This boat would make an excellent committee boat, photo boat or spectator boat for any type of sailboat race," he enthuses. "And be sure to mention that this is a water taxi. If some racer has missed his ride at the dock, or if someone out on the Bay needs to get one or more people in early, I'm available to walk-up traffic Friday through Sunday all through the winter."

Prices start at \$10 for half an hour. If you want to know more, you can reach Mark at 332-5858.

— dennis olson and latitude 38

## carr crashes



'Imagine.'

ter being caught aback when the wind changed direction and went from 20-25 to about 40 knots, the vang boom crumpled. The boat turned back toward Newport and started driving into head seas at 8 to 10 knots, often becoming airborne. That's when the damage occurred. According to Kaufman's assessment, and apparently confirmed

continued middle of next sightings page

## talks — cont'd

1/21.)

**Bill Pinkney: "Some Call It Courage"** — *Call It Courage* was the name of a book that inspired a young Bill Pinkney to aspire to dreams few other inner-city kids held for long. In 1992, aboard his Valiant 47 *Commitment*, Bill became the first black man to circumnavigate the world singlehanded — and through that feat, communicate to schoolchildren around the world that their dreams were attainable, too. An amazing man with an amazing story. (Ventura — 1/27; OCC — 1/28.)

The OCC office was closed for the holidays when we called to enquire about ticket prices, but if memory serves, they're around \$10 or \$12 per lecture, and you can save money by buying in advance, and by buying tickets for all seminars at the same time. For more on any of this, call Orange Coast College at (714) 432-5880, or Ventura College at (805) 654-6459.

## isabelle should be on her way

If all went as planned, French sailor Isabelle Autissier and her three-man crew should have departed South Street Seaport, New York, around Christmas. Her goal: round the Horn and get to San Francisco faster than the 76-day, 23-hour mark set by the 53-ft trimaran *Great American* in 1989. Her platform for the attempt is her new BOC boat, the 60-ft open class *Ecureuil Poitou Charentes II*. To break the record, she will have to arrive here by early March.

## why not — this is '90s!

Six years ago, Ronald Lowe was in the market for a good, all-around multihull. He really liked the F-27, Corsair Marine's nifty trimaran that 'folded its wings' to become trailerable. "But the price kept going up," says Ron. "I gave up at \$40,000. I was convinced that there had to be a cheaper way."

The 'cheaper way' for the Northridge aeronautical engineer turned out to be do-it-yourself. But rather than design and build a boat from the ground up, he decided to take a look at the parts-bin approach.

He began by studying the forces generated by a trimaran's amas, and concluded that bulkheads and pivots could be designed into an existing lightly-constructed hull that would transfer these heavy loads through the bulkheads into the ama connecting structure on the other side — in essence, contain the loads in the ama support structure and the hull goes along for the ride. He also took care to keep the structure out of the living spaces as much as possible.

"Assuming the validity of these ideas," he wrote later, "a kit could be designed for an existing trailerable (monohull) that would convert it into a trailerable trimaran. Add a large performance rig and the complete conversion, including the motor and trailer, should come in under \$25,000. Like many sailors, I do well to get 'out there' a dozen times a year, and for that amount of time, I didn't want to invest any more money than that."

After a lot of 'tire kicking', Lowe settled on a main hull made from a MacGregor 26 centerboarder and amas from a Prindle 18 catamaran. He bought the MacGregor new, less rig and deck hardware.

That was back in 1988. Now, with five years of testing and refinement behind him, Ron Lowe has come up with what looks to us like a pretty nifty little boat — and what according to him meets all the criteria he wanted in a small trimaran, and then some. "I have had more fun and enjoyment with this boat than any other I've ever had," says Ron, who has owned and skippered boats from 8 to 44 feet.

Lowe's trimaran comes in at about 2,200 pounds, which is about 600 less than the MacGregor's normal sailing weight (with water ballast). He says it performs well on all points of sail, and that the aluminum crossbeams arrangement has kept the boat structurally sound and under control in conditions up to 40 knots and 8 foot waves. (The boat actually went to the aid of a monohull in these conditions.) Lowe says the boat is easy for a solo sailor to handle, both on and off the water during setup and trailering. And, like the

continued outside column of next sightings page



## why not? — cont'd

F-27, it folds up for trailering. Lowe even claims that, in the event of capsize, the boat can be righted from any position — including fully turtled.

The only significant developmental changes he and his engineering team thought necessary after five years was swinging the amas in and out sideways, and more buoyancy in the amas, which tended to submarine in heavy going. (Another similarity in the development of the F-27, according to a conversation he had with F-27 designer Ian Farrier a few years ago.) The replacement amas they've designed boast more than twice the buoyancy of the Prindle hulls.

Ron's project boat has attracted so much attention in the past half-decade that he has decided to have a go at production. To that end, he has formed the capital venture company Tricon Concepts, Inc. If he can find the investors and franchise dealers, he hopes to market everything from basic conversion kits (supply your own main hull) to turnkey boats. These will feature the new amas, swing-wing folding and other improvements — and are still aimed at getting people out on the water for \$12,000 to \$25,000, depending on what stage 'kit' they get.

For more information, Ron can be reached at 10557 Lindley Ave., #13, Northridge, CA 91326; (818) 368-8350.

## coast watch

The following are summaries of Coast Guard SAR (search and rescue) activity from mid-November to mid-December.

**November 18** — They don't get any weirder than this. Station Rio Vista received a call from the owner/operator of the houseboat *Hoser* that the vessel's engine had failed, and he was aground near 21-Mile Slough off the

continued outside column of next sightings page

## carr

during a meeting of surveyors and engineers hired by various parties who met at the boat (without Carr) on December 14, a couple of frames were damaged and some welds popped. The consensus: fix it and get on with the program.

Unfortunately, even if he wanted to, Carr apparently cannot afford to get on with the program. The fix will cost anywhere from \$9,000 to \$20,000. The main sponsor, Golden Aluminum of Colorado, is unwilling to

## ground zero

It's bad enough when one of us weekend warriors runs aground. Think how embarrassing it must be for the Navy when one of their ships comes to a grinding halt in front of God and everybody.

Fortunately, it wasn't really 'everybody' when the supply ship *Samuel Gompers* came to rest near the entrance to the Alameda Naval Air Station on December 17. In fact, the five tugs and two hours it took to pull the *Gompers* free was almost nothing compared

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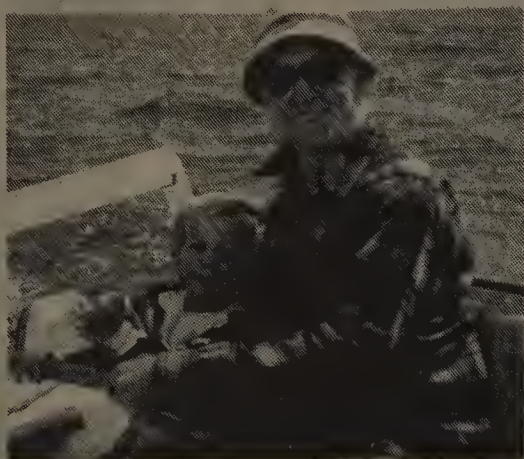




## — cont'd

commit more funds to the project and Carr says he and his wife have already sold everything they own to keep the project going forward. (Why the boat's insurance company has not been brought into the picture thus far is unclear.)

As we understand it at this writing, Carr has withdrawn from the BOC as skipper of *Imagine*, but the boat is still entered. Golden Aluminum has taken over ownership of the boat and is now "exploring their options."



Above, Ron Lowe and grandson. Spread, the prototype Lowe 26.



## coast watch — cont'd

San Joaquin River. Since the vessel was in no immediate danger, the Coast Guard informed the houseboater — as they do everyone in a similar situation — that they no longer offer free tows. They would, however, contact a commercial firm to come out and get him. Instead, the owner requested that the station contact two different individuals who could come help him. Rio Vista called back awhile later to notify the owner that they were unsuccessful, and asked if they could contact anyone else. The owner then requested the Suicide Prevention Center. He said he felt it was "his day to die" because he was stuck out there and wasn't getting any help.

Station Rio Vista launched a boat immediately and advised the man that they were on the way. They also requested that he establish a 10-minute communications schedule with the station. Thirty-two minutes after this conversation, the Coasties arrived to find the man dead of an apparently self-inflicted gunshot wound. Two dogs aboard were unharmed.

**November 20** — Geez, what do they expect. . . ? The powerboat *Stingray* reported in via cellular phone that their engine had quit and they were adrift 10 miles southwest of Piedras Blancas. The cutter *Point Winslow* began the tow into Morro Bay, and were relieved by the Monterey Bay Harbor Patrol. The cause of the engine failure: clogged fuel lines. It was the first time *Stingray's* engines had been started in two years.

**November 22** — The Coast Guard was just one agency involved in the search for a downed airplane in the vicinity of Brookings, Oregon. Homing in on the Piper Cherokee's ELT (Emergency Locator Transmitter, the aircraft equivalent to a marine EPIRB), a CG helicopter out of Humboldt Bay located the downed plane. They landed nearby and the pilot, co-pilot, flight mechanic and rescue swimmer managed to extricate the private pilot from the wreckage. He was flown to Sutter Coast Hospital in serious but stable condition.

**November 23** — The Coasties diverted the cutter *Point Heyer* from routine duty to escort the sailing vessel *Cock Robin* into port. The 37-ft yawl with six people aboard had dismasted 12 miles west of Port San Luis. The vessel made that destination under auxiliary power with no further problems.

**November 24** — After an unlocated 406 EPIRB hit from fishing vessel *Tony Jo*, the Coast Guard used the EPIRB's registration information to contact the owner's wife. She said they had departed from Fort Bragg enroute to Eureka with two people aboard. Three helicopters, a C-130, a coast guard cutter and a 44-ft motor lifeboat participated in the search. Debris was discovered in the surf, and the vessel located a short time later in the surfline 8 miles south of Shelter Cove. On shore, two hikers reported giving directions to *Tony Jo's* two crew, who declined the offer of a ride to the nearest help and said they were going to "walk to 101." Eleven hours after the search began, a Coast Guard mobile unit found the men walking along the road. Both were suffering from mild hypothermia. They said they had donned survival suits and abandoned the *Tony Jo* shortly after midnight, when it struck a submerged object about 3/4 mile offshore.

**November 25** — Another jumper went off the Golden Gate Bridge on Thanksgiving Day — this one with a 3-year-old girl in his arms. The child was located but disappeared prior to recovery. The man was recovered and pronounced dead on arrival at a local hospital. Counting the San Mateo and Bay Bridges, a total of 7 people jumped to their deaths from Bay Area spans between mid-November and mid-December.

**November 26** — A 24-ft sailboat was reported overdue on a trip from Morro Bay to San Simeon. The one person aboard was reported as a novice with very little sailing experience. A helicopter and cutter were launched, with the helo finding the vessel becalmed near the entrance to San Simeon — all sails up but going nowhere. The cutter towed him in.

• An amateur radio operator relayed a message to the Coast Guard that the sailing vessel *Fluffy* was in distress about 22 miles north—northwest of Cedros Island. A helicopter out of San Diego arrived on the scene to find *Fluffy* being towed toward Turtle Bay by a good samaritan sailboat.

**November 26-28** — The Coast Guard participated in the three-day search for a 75-year-old hiker who had gone missing on the east end of Catalina Island. Other agencies involved in the search included the Marines and the L.A. County Sheriffs. The man was found alive in a ravine Sunday

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# SIGHTINGS

## coast watch — cont'd

morning and medevac'ed to a local hospital.

**December 4** — The fishing boat *Rocky* radioed the Coast Guard immediately upon finding two people in the water near the Tomales Bay entrance buoy. *Rocky* recovered one man conscious, a Station Bodega Bay lifeboat pulled the other man out unconscious. Both were taken to a local hospital by helicopter. The second man was declared DOA. The first man was in stable condition, despite a core temperature of 83°.

• Upon getting the report of a raft ½-mile off the beach and 3 miles south of the Mexican border, a Vessel Assist boat responded to a UMIB and remained on scene until a Mexican rescue boat took the raft in tow. The people on board consisted of 1 American and 3 'documented aliens'. No report on what they were doing out there.

**December 7** — When the 840-ft bulk carrier *Perla Marina* requested medevac of a crewmember suffering symptoms of possible internal bleeding, an Air Station San Diego helicopter took off to rendezvous with the ship, 240 miles southwest of San Diego. After stopping to refuel aboard the aircraft carrier *Kittyhawk*, the helo picked up the man. On the way back, his condition

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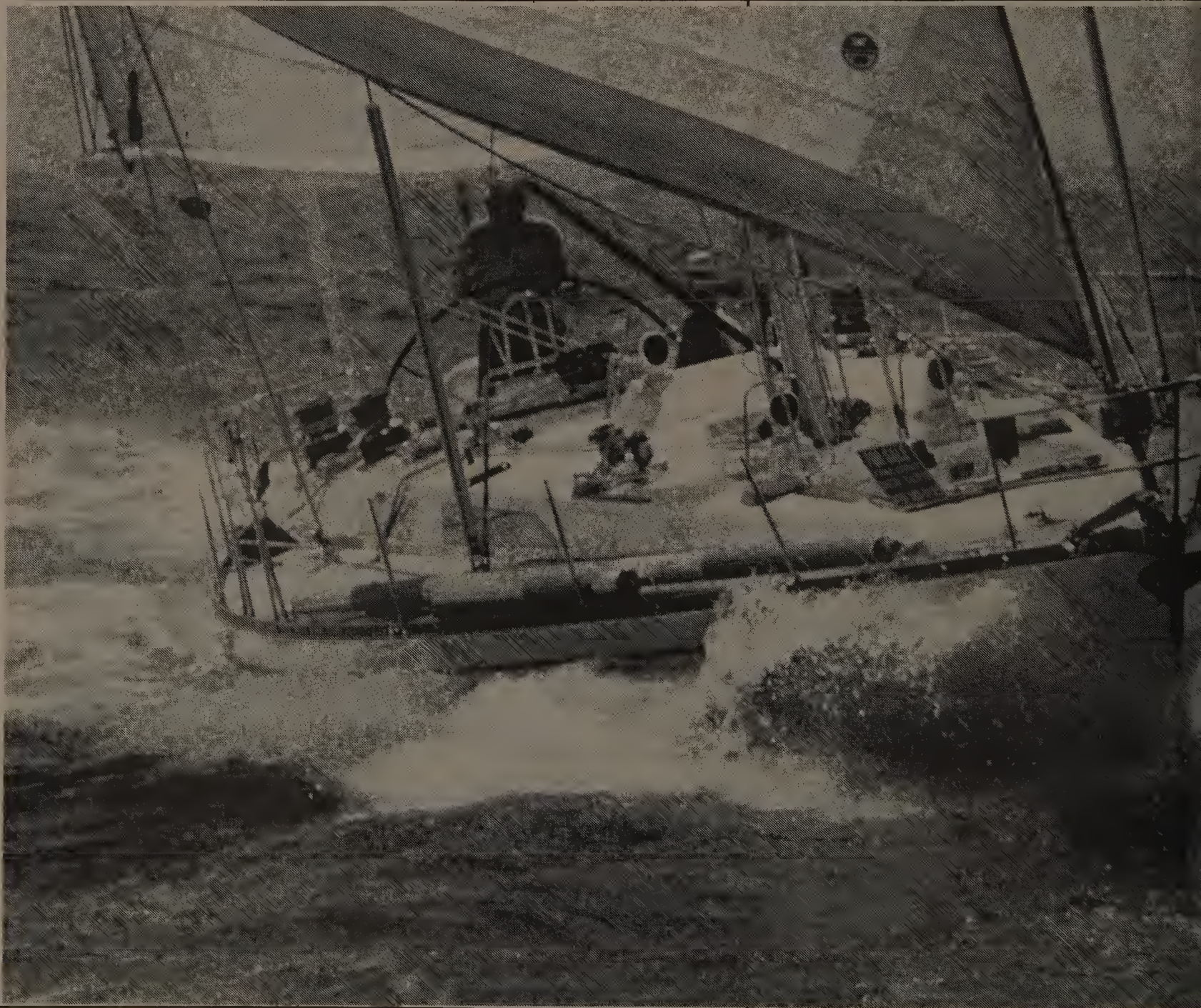
## ground

to the *last* Navy ship that grounded in San Francisco Bay. Some of you may recall that back in 1983, thousands of people were on hand to witness the planned 'grand entrance' of the aircraft carrier *Enterprise* after eight months at sea — and her subsequent grounding.

And though most of us 'civvie' boaters may yet chuckle, in the Navy going aground

## lookin'

Sailing out of the fog and into the sun, this well-trimmed Baltic made a pretty picture. She was scooting through the Bay chop with about as much fuss and bother as a Pullman car on rails.





## — cont'd

is no laughing matter. Although it was the navigator of the *Enterprise* who gave the Captain incorrect information on tide, current and depth, it was the Captain who paid. Reportedly enjoying a distinguished career up to that point, he took full responsibility for the grounding and was assigned to a desk job at the Pentagon.

## good!

As you can see, this for-sail boat is 'for sale'. We're not sure if this little jaunt helped complete the deal, but we know one thing: this is one part of a yacht broker's job we've always envied!



## coast watch — cont'd

started to deteriorate, so the helicopter landed back on the *Kittyhawk* where surgery was performed. He remained aboard the carrier overnight and was transported on December 8 to Mercy Hospital in San Diego where he was listed in critical condition.

**December 14** — The *Kittyhawk* was once again "in the news" when they diverted to assist the fishing boat *Silver Eagle*, who had radioed a mayday to the Coast Guard that they could not keep up with a leak. A boat from the carrier took the three *Silver Eagle* crew off their sinking vessel and transferred them to the ship. They rode with the *Kittyhawk* back to San Diego.

## short sightings

**ATLANTIC CITY** — It's probably safe to say a large chunk of the sailing community in the Northeast is looking forward to the second SAIL EXPO boat supershow at the Atlantic City Convention Center February 5-13. Last year, this show featured such boats as one of Bill Koch's *America's* boats, and Gary Hoyt's little Solar Sailor, the latter of which you could actually sail in a large pool and an 'electric trade wind'. Speakers included Dennis Conner, Gary Jobson and Bruce Nelson. Taking the lead of the inaugural 1993 show, the sponsoring American Sail Advancement Program have redoubled their efforts to make this the premier show not only in the East, but across the nation. For just a taste of what's in store, they're planning 75 seminars a day on the weekends. If you're in the area, or if you're interested in what a premier sailboat show is really like, it's worth the time to check out. ASAP can tell you more at (401) 841-0900.

**OFF OAKLAND INTERNATIONAL AIRPORT** — One of two men whose 17-ft cabin cruiser had conked out off the airport made a bad decision on December 5. The 28-year-old, whose name was not released, dove in the 53° water and tried to swim 100 yards to shore. He didn't make it, alive anyway. His body was found washed up on shore several hours later. The other man was eventually rescued.

**WASHINGTON, DC** — Congress has mandated the FCC to increase the radio license fee for boaters and other mariners from \$35 to \$70 for a five year license, or \$105 for a ten-year license. These so-called 'Ship Station Licenses' are required for any boat that carries a marine radio (VHF), radar or EPIRB. Congress also authorized the FCC to waive the increase "if such action would promote the public interest." If you're interested in promoting the public interest by keeping your fees low, please write to Secretary, FCC, 1919 M Street NW, Washington DC 20554 and let him know. A docket number has not been assigned to the rulemaking yet, so just make sure somewhere in the letter to mention that it refers to planned FCC regulatory fees. You can also call the FCC secretary's office at (202) 632-6410.

**THE ESTUARY** — Apparently, the Alameda County Public Works Agency proposed back in August that all the Estuary bridges follow the lead of Bay Farm Island and operate — that is, open for boat traffic — only from 8 a.m. to 5 p.m. If adopted, these rules would leave the bridges Park Street, High Street, Miller-Sweeney and Railroad without operators after 5 p.m. Under the proposal, which as you might expect is a cost-cutting measure, boaters could contact the Public Works Agency for openings during off-hours, but they'd be charged "at a cost equal to the County." The four bridges just mentioned are currently manned 24 hours. If you want to put in an opinion on this one, it should be directed to the Alameda County Board of Supervisors.

**NEW YORK** — The Lead Industries Association informs us that, earlier this year, Congress introduced proposals that would place a tax of 45 cents a pound on all lead smelted in the United States. No biggie if you're just adding a few fishing weights to the old tackle box, but if you're shopping around for, like, a 5,000-pound keel bulb, we're talking \$2,250 just in tax. The LIA urges people to write their representatives and overturn this unfair tax.



# DINGHY

Probably the most beat-to-death nautical quote of all time came from the mouth of a rat, speaking to a mole about the virtues of his tiny dinghy: "There is nothing — absolutely nothing — half so much worth doing as simply messing about in boats. . . or with boats. . . In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you reach your destination or whether you reach somewhere else, or whether you never get anywhere at all, you're always busy, and you never do anything in particular. . ."

Beavis and Butthead could have said the same thing in five words ("Dinghies are cool! Heh, heh"). But the rat's observation — actually that of Kenneth Grahame in his 1908 children's book *The Wind in the Willows* — is more eloquent and whimsical, and it has stood the test of time because it's true. Messing about in boats is fun — why else would a record-breaking 195 dinghies have assembled at Richmond YC for the first Small Boat Midwinters on December 5?

A lot of ingredients went into making the day such a success — the weather was perfect; the shoreside ambience at the family-oriented Richmond YC was great, as usual (you gotta love a club whose unofficial motto is "Let's get serious about having fun!"), the entry fees were a real bargain (\$4 for one day, \$12 for the entire four-day series); and Kim Desenberg's race management was impressive (two different race tracks, square upwind legs, lots of crash boats). The vibes couldn't have been better — it reminded us of our own early sailing days, and why we got into the sport in the

ALL PHOTOS LATITUDE/ROB

first place.

In fact, we liked what we saw so much, we began to wonder what dinghy we could beg, borrow or steal for the next three regattas (1/2, 2/6, 3/6). There were 18 one design classes to choose from (plus a handi-

parts are interchangeable with Laser and Laser Radial parts. At 12 feet long and 100 pounds, it looks and acts like a tamer version of its bigger brother. Two differences are the larger cockpit, which can accommodate a second person, and a halyard and zipper set-



cap division for small multihulls and a class for Wabbits, which are keelboats with dinghy characteristics), so we began asking questions and taking notes. Our observations follow, listed in alphabetical order by boat type.

Results of the day's racing appear in *The Racing Sheet* on page 143.

**Byte** — Ian Bruce designed this scaled-down 'mini-Laser' three years ago for 'byte-sized' people, i.e. anyone between 90 and 165 pounds. Foils, mast sections and other

**505s and San Francisco Bay, a winning combination.**

up for the sail instead of the familiar, but less manageable, slip-on arrangement.

New Bytes go for \$2,500; there aren't any used ones yet as owners are happy with their boats. Some 1,100 have been built so far; Seabird Sailing in Berkeley sold 15 last year. Two have been put into the Cal Sailing Club's program without problem — "the ultimate survivability test," according to Seabird's Gene Harris. For junior sailors, the Byte is a stepping stone to Lasers, Europe Dinghies and the like. For others, such as

**Laser IIs** — one of the bigger dinghy fleets — aren't just for kids!





Harris and Michele Logan, it's a perfect sized boat for their weight. The range of experience in the class runs from beginner to expert — but the adults are careful not to pound the juniors (unless they deserve it!). The first issue of *Byte Bits*, the class newsletter, just came out. Call class contact John Amen, (707) 762-9771, for more.

**El Toro** — Conceived as an inexpensive tender/training boat during 'bull sessions' at the Richmond YC in 1939, the sprightly little El Toro is one of the most popular and busiest dinghy classes on the Bay to this day. Seemingly every junior sailor on the Bay for the last 50 years started out in these 8 foot, 80 pound prams. And, interestingly, many older sailors (e.g., Hank Easom, Jim DeWitt, the late Chris Gasparich) 'graduate' back to the class, attracted to the simplicity of the boat and *esprit de corps* of the class.

With an active schedule (SBRA, Bullship, Stampede and many other venues), a strong class organization (Helga Wolff, 510-656-1276, is the international secretary) and a monthly newsletter (*The Shovel*), it's easy to see why everyone is so 'bullish' on these ubiquitous, versatile and relatively cheap boats. Prices range from \$1,500 for a new Ron Moore fiberglass model to \$400-\$800 for a used one (Caballero boats, or 'Cabs', are still the most desirable). Of course, you can make your own out of two sheets of marine plywood if you have the skills. Currently, Hank Jotz is the sailmaker of choice (\$240 for a new main).

The El Toro is such a part of Bay Area



*The high-tech International Canoes continue to gain momentum after this summer's Worlds.*

lore and legend that it's the only boat to ever to be written up twice in our *Boat of the Month* series (March '84 and July '89). Gail Yando, (510) 232-6310, is the class contact.

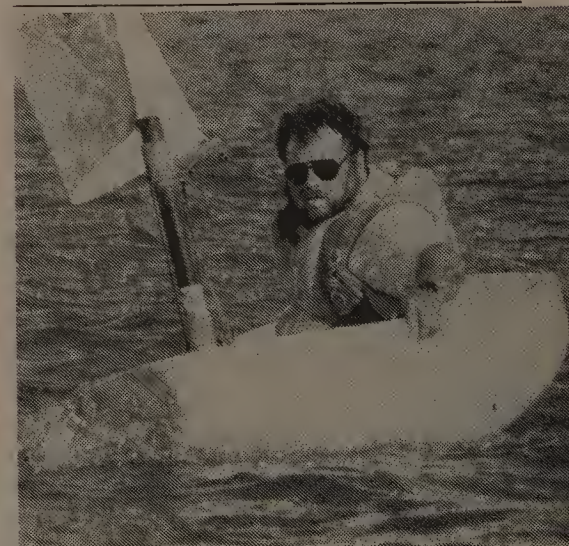
**Fireball** — Since Englishman Peter Milne designed this snout-nosed, hardchined boat in 1960, some 13,000 have been built worldwide, many as backyard plywood kit projects. It has always been one of the most affordable high performance trapeze dinghies (\$6,000 for a new one; \$1,200 to \$2,500 used). At 16 feet, 2 inches long and 175 pounds of displacement, the boxy-looking boat is similar in size to a 505, yet carries much less sail area. The optimum crew weight for a Fireball is between 250-300 pounds, which encourages lighter crews. Laser IIs, similar boats which often share starting lines with Fireballs, attract the junior set, while the higher tech, slightly faster Fireballs seem to appeal to husband/wife teams.

There are about 15 Fireballs in the Bay Area, and on any given day 6 or 8 will show up to race. Unfortunately, the fleet is aging and few new boats have been bought. Still, that doesn't stop this group from enjoying some fairly competitive racing, followed by having just as much fun ashore. Their motto is, ahem, "We'd Rather be Balling." Call Scott Rovanner at (510) 939-4069 for the full sales pitch.

**505** — Designed by John Westall in England back in 1954 and named after its length (5.05 meters, or 16 feet, 6 inches), the 505 was the original 'wet and wild' pocket-rocket. Introduced locally by a group of Palo Alto sailors in the early '60s, the 220-pound speedsters quickly developed a reputation for being able to handle the Bay's heavy winds and rough seas. San Francisco has been the stronghold of American 505 sailing ever since, with the Worlds being held here three times ('70 and '92 in Santa Cruz, and '80 at StFYC).

A turnkey kevlar/nomex 505 from Larry Tuttle, the only 505 builder left in the US, will set you back around \$16,000. Used boats go for between \$1,000 and \$8,000, and in this class more than many others you get what you pay for. There are currently about 8,400 505s in the world, and as many as 50 in the Bay Area. Generally, about 15-20 will show up for the better local regattas, while as many as 30 will attend the PCCs. The class is going through a local rebirth, as many boats have turned over recently. "It's an eclectic, fun bunch," says hot 505'er Patrick Andreasen. "We've got a lot of aging hippies, new parents and recent college grads in the class."

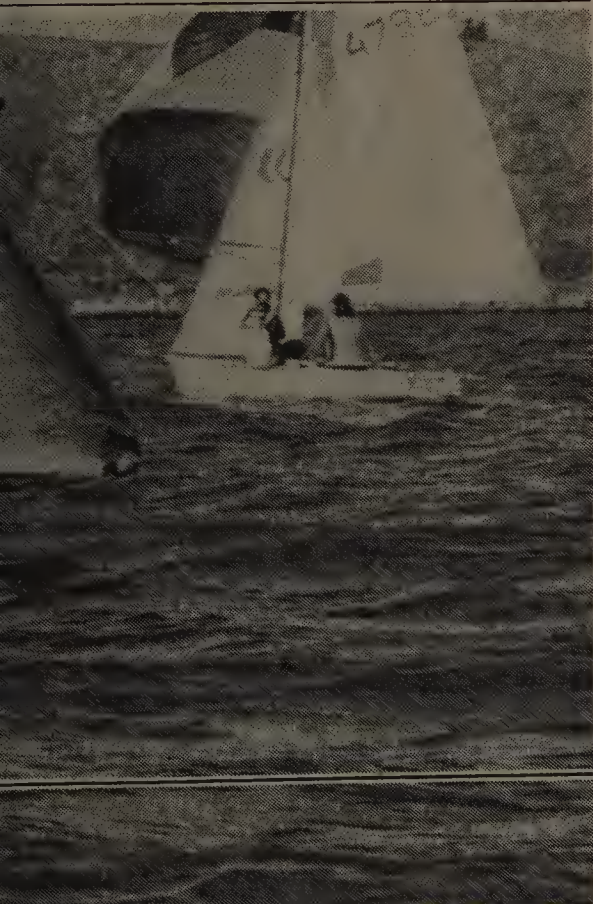
No one yet has been able to knock off reigning champ Bruce Edwards and his crew, Dave Shelton. They're awesome 505 sailors, having finished in the top five in the last three World Championships. The other major force in American 505 sailing is Southern California's Howie Hamlin, who sails a nine-year-old boat — proof that the better 505s keep their value. If you want to jump into this class, it would help if you weigh between 160-175 pounds, while your crew weighs 200-225. You should also inter-



*Rub-a-dub-dub! The tiny Jesters, a Santa Cruz institution, showed up at the RYC Small Boat Midwinters for the first time.*

nalize the class's unofficial, Dave Wahle-inspired mantra: "No whining, no snivelling, no protests." For more information, contact Dave Shelton at (408) 463-0800.

**FJ** — The Flying Junior, now called just 'FJ', was designed as a trainer for the Flying Dutchman in 1956 by Uffa van Essen. The tiny (13 feet, 3 inches) boat was introduced to the Bay Area in the mid-'60s, and for a time attracted as many as 50 boats to the starting line. These days, the class still fields 8 or 12 on a given day and, improbably, the class is picking up steam again. A big part of the new appeal is the recently adopted use of





# DINGHY

one trapeze, which the rest of the world went to four years ago. Worries that the trapeze will encourage even lighter crews appear unfounded so far.

'Club FJs' (non-spinnaker, non-trapeze, not built to rigid one design standards) are raced on the West Coast college circuit (420s are the East Coast collegiate weapons). Club FJs can be upgraded to race with 'real' FJs, though for the big events they are scored separately. Encinal YC, San Francisco YC and Fremont SC are hubs of local FJ activity. There are plenty of used boats for sale, usually between \$500 and \$2,000. A new one costs around \$5,000.

Three-time world champ Steve Klotz is pretty untouchable, though 75-year-old Larry Weatherly can occasionally get him in light air. Linda Brandon is the class contact, (510) 268-8186.

**International 14** — Dating back to 1928, the wild-looking I-14 is one of the oldest developmental dinghy classes in the world. Its rules, which allow for a wide variety of hull shapes, allowed Uffa Fox to develop the first effective planing hull. With its undecked hulls and huge sail area, the tricky I-14 is one of — if not the — most demanding dinghies in the world. There are 3,500 I-14s around the world; about 12-15 are campaigned actively in the Bay Area.

Since the rules were changed in the '80s to allow dual trapezes, asymmetrical kites and lower minimum hull weight (200 pounds), the class has exploded in popularity. Other factors contributing to the upswing were the '89 Worlds on the Bay and, subliminally perhaps, seeing Jennifer Grey (it was really Lisa Blackaller) sail one in the movie *Wind*. All the used boats have been snapped up now — if you could find one, it's price would range from \$2,000 to \$10,000. Most people start with a 'trainer'



boatspeed; 3) then work on tactics. "There's a steep learning curve at first," says Stahnke. "But everyone is very open and helpful." Seattle and San Francisco are the two hotbeds of I-14 sailing in this country. Other local I-14 stars include Zach Berkowitz, Alan Laffin and Larry Craig. Call Rand Arnold at (510) 524-6914 for more info.

**International Canoe** — After the successful IC Worlds at Richmond YC last August, interest in this 120-year-old class is on the upswing. Eleven of these 'sitdown windsurfers' just sailed in their PCCs (see *Race Notes*), held on December 4-5 in conjunction with the RYC/SBRA regatta. The boats are expensive (as much as \$10,000), high tech and delicate, and a blast to sail — in fact, they're the fastest singlehanded monohull boats in the world, capable of over 20 knots on a reach!

The IC is a restricted class: the hull is one

**Lasers, the latest Olympic sailing class, continue to thrive locally. Just try to find a decent used one for sale!**

with their toys to their hearts' content. The key to performance is the sliding seat, which gives the helmsman as much leverage as a 10-foot tall person on a trapeze. Mastering the radical-looking IC takes awhile, and this definitely isn't a class for everyone.

"It helps to be engineering-oriented, somewhat athletic and have a sense of humor," says Del Olsen, one of two stand-out IC sailors on the Bay.

Erich Chase, who builds custom ICs, is the other local IC star. Paul Miller, a 'dormant' member, is re-emerging as a force in the class, and three new folks — Gary Boell, Bruce Bradfute and Dee Hardiman — have recently joined the fray. "We're bucking the trend," say Olsen, who can be reached at (510) 233-1286. "Often after a Worlds, there's a letdown. If anything, we're experiencing a revival."

**Jester** — This Santa Cruz 'cult' boat was designed about 20 years ago by George Olson, supposedly off a rowboat mold he shortened. "It's a boat from another era, back when people did drugs and built weird stuff down here," says Jester enthusiast Chris Watts.

Its vital dimensions are scary to consider: 7 feet, 8 inches long, 57 feet of sail area, and a hull weight of 40 pounds. The Jester's flat-out speed is only 2½ or 3 knots, and the boat's squirrely to sail — bearing away at the windward mark is a particular challenge. "It can be a humbling boat," claims Watts. "World champion sailor Cam Lewis once capsized one in two knots of breeze." The only class rule seems to be that your boat must fit inside the molds (Gary Tracey is the current builder); everything else is pretty much unrestricted.



before buying a new one, which can cost as much as \$20,000 for a high-tech English boat.

Mastering the I-14, according to class champ Keith Stahnke, is a three-part process: 1) learn to stay upright; 2) work on

**Dinghy names, such as the one on this I-14, are generally more whimsical and entertaining than big boat names.**

design, the sail area can't exceed 10 square meters (107 square feet) and certain other rules apply. After that, owners can tinker



New boats are about \$1,250; used ones go for \$300-\$500. Because it's a pseudo-development class, nothing would stop you from spending \$3,000 on an all carbon, tricked-out version. However, you'd probably still lose to guys like Jack Halterman and Morgan Larson, and everyone in the class would laugh behind your back. There are 287 Jester dinghies in existence; the fleet sails in two fleets (above and below 180 pounds). The class contact is Janie Larson, (408) 475-7107.

**JY 15** — Introduced in 1989 by Rod Johnstone, this simple (non-spinnaker, non-trapeze) and comfortable two-person design has sold well on the East Coast. Over 1,100 have gone out the door at \$4,600, and there are now 27 fleets in the US, Canada, Mexico and Japan. Ninety boats sailed in the recent NAs in Connecticut.

The JY 15, however, has been slow to catch on locally. Only six have been sold here, and they only recently started racing together (the RYC Midwinters was their debut). JY's look like neat little boats — durable, forgiving and fun for the whole family. "Think of it as a simpler, more strictly one design Snipe," explains dealer Bart

actively campaigned. Even at its lofty \$3,500 price tag, boats continue to sell like hotcakes — if you've ever sailed one, you'll under-

*"No whining, no snivelling, no protests!"*

stand why. Used ones, if you can find them, start around \$800. Since being selected as the newest Olympic class (an overdue appointment, according to some), the 14-foot, 130-pound rocketships have been enjoying a new wave of popularity.

Don Trask used to build Lasers in San Rafael in the early '70s, hitting a peak production of 14 boats a day in 1973! Thanks in part to his tireless encouragement, a whole generation of local kids cut their sailing teeth on Lasers: Paul Cayard, Craig Healy, Chris Boome, Russ Silvestri, Jeff Madrigali, John Kosteki, Steve Jeppeson, and John Bertrand, who won the Worlds in '76 and '77. The list goes on and on.

Rumor has it that Trask may bring back the dormant Laser Slalom this summer — a great idea! Another new development is the active Masters Circuit for sailors over 35 year old. Charles Heimler, (510) 845-6218, can

don't dismiss this as just a kid's boat. Optimum total crew weight is 280-330 pounds, essentially making this the highest performance two-person dinghy for light people. With over 9,000 boats built since Frank Bethwaite and Ian Bruce introduced it

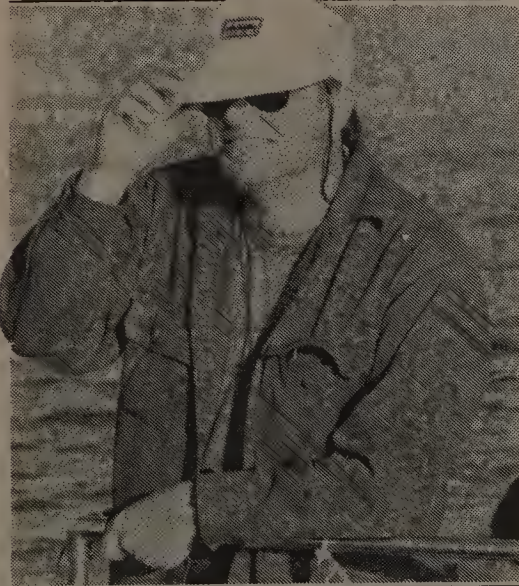
in 1978, this is one of the fastest growing fleets in the country. Like the Laser, it's an 'off the shelf' class with strict one design rules — if you like to fiddle with your gear, get something else.

The 14-foot, 5-inch boat weighs 210 pounds all-up, and is equipped with one trapeze and a largish spinnaker. A new one will lighten your wallet \$4,900. Used ones can be found for \$1,500-\$3,000. This is one of the larger fleets in SBRA, often fielding a dozen boats on the line. Richmond YC hosted the windy NA's last year, attracting 35 boats. Call Gary Bergero at (415) 348-8892 for the full story.

**Lido 14** — Designed and built as a 'family dinghy' by W.D. (Bill) Schock in 1958, this heavy (310 pounds), wide (6 feet) and deep (the centerboard goes down 4 feet, 3 inches) design is looking its age. However, they're still popular down in Southern



*There's a dinghy for every age and size. Many families sail different dinghies simultaneously at SBRA events.*



*A tip of the hat to Kim Desenberg, mastermind behind the RYC Small Boat Midwinters.*



*Occasional capsizes are part of the deal; that's why all dinghy sailors wear life jackets.*

Harris, who works with his sister Gene at Seabird Sailing. The JY also comes in Turbo (trap-eze/spinnaker) and Junior (less sail area) versions. The class rep is Andrew Wilson, (510) 849-3466.

**Laser** — Designed by Bruce Kirby in 1970 (supposedly while doodling on the phone), the now-legendary Laser numbers over 150,000 boats. There are hundreds of Lasers in the greater Bay Area; about 30 are

fill you in on the details. We could go on and on about Lasers, and all their offshoots — the Radial (smaller lower mast section, smaller sail), the 4.7 (even smaller), etc. If you're really interested, there are literally four books on Lasers currently on the market! Patrick Andreasen, (415) 563-6363, is the fleet rep.

**Laser II** — The Doublehanded Youth Championships are sailed in Laser IIs, but

California, and there's a fleet of eight Lidos at the Cal Sailing Club. "They're high capacity 'trainer boats'," explains Paul Kamen. "You can teach four people to sail in them at a time, though its best to race with only two." Improbably, Lidos are also the boat of choice among the millionaires of Belvedere Lagoon, where as many as a dozen boats may show up for their informal races.



# DINGHY

With more exciting dinghies on the market these days, it appears that this class is fading away locally. But we imagine the bang-for-the-buck factor is high if you're not looking for serious racing competition. You can buy a new one from Schock (who still make them "on demand") for \$4,800, or find a used one for well under \$1,000. We couldn't locate a class rep — call CalSC at (510) 287-5905 if you'd like a test sail.

"We have free open houses the first weekend of the month from 1-4 p.m.," says Kamen. "Come sail all our dinghies!"

**Lightning** — Over 14,000 of these large (19 feet) centerboard one designs exist worldwide, and about 100 new ones are still produced every year. The legendary Sparkman & Stephens design is 55 years old this year, and it endures because of the boat's dual appeal as a racer/cruiser. "It's 'wild or mild', the best of both worlds," explains Bruce Arnold, Richmond YC's new commodore and a 20-year Lightning enthusiast. "It's a high performance, three-person race boat that's also stable and roomy enough to

behavior at night after the races."

The Nash family, pioneers in the class, are about the only people left who sail OKs — Gordon, Sr. has four, Chris has two and Tim has one. "We're into nostalgia," laughs Gordy, Jr., who says there are OK Dinghies cluttering up garages that can be bought for next to nothing. "If you're looking for a winter project, why not restore a piece of marine history?" encourages Gordy. Call his brother Chris at (510) 529-2656 for details if this sounds like your kind of fun.

**Snipe** — Despite being the longest-running SBRA class — it was designed in 1932 by William Crosby — this 15½ foot hardchiner has successfully changed with the times. The modern self-righting Snipe boasts all-fiberglass construction, aluminum spars, and a double bottom for positive flotation. It's a relatively heavy boat (381 pounds) that races without a spinnaker; its safe, simple and easy to sail. Many Snipe teams are

*"It's wild or mild, the best of both worlds."*

take the family out for a picnic on."

New boats can be bought for about \$12,000 all-up, while used ones start around \$1,000. If you're in the market for a pre-owned Lightning, Arnold recommends looking for the following desirable features: fiberglass hull, stainless steel centerboard, positive flotation and minimum weight (700 pounds).

The active West Coast Lightning fleets are in Portland and San Diego. The latter fleet hosts the California Circuit every spring, the biggest deal besides the PCCs. The class's finest hour on the West Coast was when 42 boats converged in Klamath Falls, Oregon, for the 1978 PCCs. "We've been hanging on ever since, with 12 boats in our local fleet," explained Bruce, who can be reached at (510) 524-2843. "With three new owners committed to racing next year (Dave Smith, Dave Anderson, Mike Gillum), we'll now have six boats on the line, a 100% increase over this year!"

**OK Dinghy** — This 13-foot single-handed 'Finn trainer' was introduced in the early '60s, coming from Europe by way of Seattle. The local fleet prospered briefly at Richmond YC before being wiped out by the Laser Revolution. The OK's swan song was the 1972 NAs at Richmond. "Before the class died, we travelled extensively to the East Coast, Seattle and LA," recalls Kers Clausen. "It was noted that the participants of these road trips weren't always on their best

husband/wife or parent/child (about 300 pounds is the hot crew weight), and a nice family feeling pervades their regattas.

There are 29,000 Snipes sailing in 68 fleets in 26 countries, making this truly an international class. The local Snipe fleet lists 25 boats, of which about half race on any given date. New boats, such as the five Eclipse boats that were purchased through a fleet discount last year, cost about \$6,500. There are four builders to choose from. Used



Snipes range from \$1,500 to \$2,500.

Bart Hackworth of Tiburon, a past national Snipe champ, just placed eighth in the Worlds down in Brazil. He's the guy to beat when he shows up; Jim and Lynn Grubbs, Jon Andron and Packy Davis are



the hottest of the amateur Snipers. With four new racing members just enrolled and the '95 NAs scheduled to occur on the Bay, things are looking bright for this class. Call Vince Casalaina at 510-841-8524 for the full scoop, including details on four used Snipes that are for sale.

**Sunfish** — Who hasn't sailed on a Sunfish at least once in their life? Designed by Alex Bryan and Cort Heyniger in the mid-'50s, more than a quarter million of these off-the-beach 'Volkswagens' have been built, making this the most prolific dinghy of all time. Though primitive compared with modern singlehanded dinghies like the Laser, these 'sailing surfboards' are nevertheless raced enthusiastically around the warmer parts of the world.

The 14-foot, 130-pound boats are even enjoying a renaissance locally, thanks to Darryl Coe of Redwood Shores. Coe, the driving force behind United Airlines SC's large Sunfish Fleet 747 (as in the airplane —

*The ubiquitous El Toro has served as the Bay Area junior 'trainer' for over 50 years.*

get it?), hosts weeknight races out of his backyard, helps people locate and fix used Sunfish, and has turned on countless new-





Gene Harris, purveyor of Berkeley's Seabird Sailing Center, sails and sells Bytes.

promoting the new Bob Ames design with a winter series in Annapolis, Orlando, Miami and San Francisco Bay (see *Racing Sheet*). They've sent boats to each area on spec — including 16 to the Bay Area — and hope to sell them rather than lug them back. Fleet captain Steve Kirkpatrick, who can be reached at (415) 221-5207, will gladly arrange a test sail, or a short team lease with a buy-out option.

Simple (untapered mast, external halyards, very restricted running gear, etc.) and relatively cheap (\$3,750), the two-person V-15 is a lively boat to sail. On paper, its dimensions are similar to a Laser II — yet it doesn't allow spinnakers or trapezes. The class organization is dedicated to putting on wham-bam, collegiate-style races — followed by fun events afterwards, such as their mass invasion of a brew pub after the recent St. Francis YC-hosted regatta.

The only negative comment we've heard is that the bottom of the boats are always wet due to a problem with the cockpit scuppers — a minor complaint at best. Some people also wonder if the boat's built too

*Will Paxton, on the wire, and Scott Rovanpera having a 'Ball!*



light to withstand the Bay's punishing conditions. But with a J/Boat-like marketing blitz and a ton of class support, we figure this class is bound to take off soon.

**W**hew! If you just read all this, you must really be into dinghies! Or perhaps you're in the market for one — in which case, we hope you found this discourse

somewhat helpful. Remember, however, that there are many other classes to choose from, even within SBRA (Day Sailers, Millimeters, Contenders, 420s). There are also Olympic classes (Star, 470, Europe Dinghy, Finn and, formerly, Tempests and FDs) and certain other active local fleets (Mercuries, Pelicans, E-Scows up on Clear Lake, etc.) to consider. Then there are the 'dead' classes (Zephyrs, Windmills, Banshees and unfortunately many more) and even 'emerging' ones (e.g., Optimist Prams — see *Race Notes*). We'd be here until Valentine's Day if we listed all the choices.

Confused? Want to learn more? Then, do what we're planning to do — attend one or both the free SBRA Sail a Small Boat Days at Richmond YC this winter. Scheduled for 11 a.m. through 3 p.m. on February 5 and March 5, these sessions are mandatory 'homework' for anyone interested in dinghies. Most of the boats mentioned in this article will be available for test sailing, and representatives will on hand to 'sell' their classes. This year, there may even be some used boats for sale — so bring your checkbook! Call the new SBRA Hotline, (408) 264-7245, for details about this marvelous opportunity.

Enough, already. Time to go out back and work on our 'new' boat — inspired by writing this article, we picked up a vintage

comers to the sport. "They're simple to sail because they're undercanvassed, they're easy to move and store, and you can buy one for practically pocket change," claims Darryl. While new Sunfish go for \$2,200, used ones can be found for \$300 to \$1,500.

"Find an old hull for cheap; replace the bailer and the rudder attachment, buy a new sail and the new-style fiberglass centerboard — and you're off to the races!" says Coe, who welcomes all Sunfish inquiries at 595-2765. If you can beat Coe — or Rich Straub and Bob Cronin, the other tough Sunfish sailors — you might even earn one of the fleet's two coveted spots at the '94 Worlds in Bermuda.

**Thistle** — Like the Lightning, the smaller (17 feet, 515 pounds) Thistle was conceived as a unique blend of high-performance racer and family daysailer. Designed in 1945 by Sandy Douglass for the open waters of Lake Erie, the stiff, relatively overcanvassed skiff was popular with SBRA from the '50s through the early '70s. About 3,800 were made, and the class is still alive and well, especially in the Pacific Northwest and the Midwest. December's *Sailing World* even profiled the Thistle class's magnificent comeback in an article titled "A Tale of Two Classes".

Unfortunately, the comeback never occurred locally — in fact, if anything, the Thistle population seems to be dwindling. Maybe that's because the boats are getting old, or because it's a hassle to keep a good three-person crew together. Ron Smith, last year's SBRA chairman, is the class contact, (408) 732-6758.

**Vanguard 15** — Currently the rage of post-collegiate sailors on the East Coast, this car-toppable 185-pounder is just starting to make inroads locally. Vanguard Racing Sailboats of Bristol, RI, is currently

(read: decrepit) Sunfish last week through an ad in the *Gazette*. We needed a winter project, not to mention something to jet around on when the weather gets a bit warmer. With luck, we'll even make it to one of the upcoming RYC Midwinters.

But either way, "messing about in boats — in or out of 'em", is just plain fun. The rat was right!

— latitude/rkm



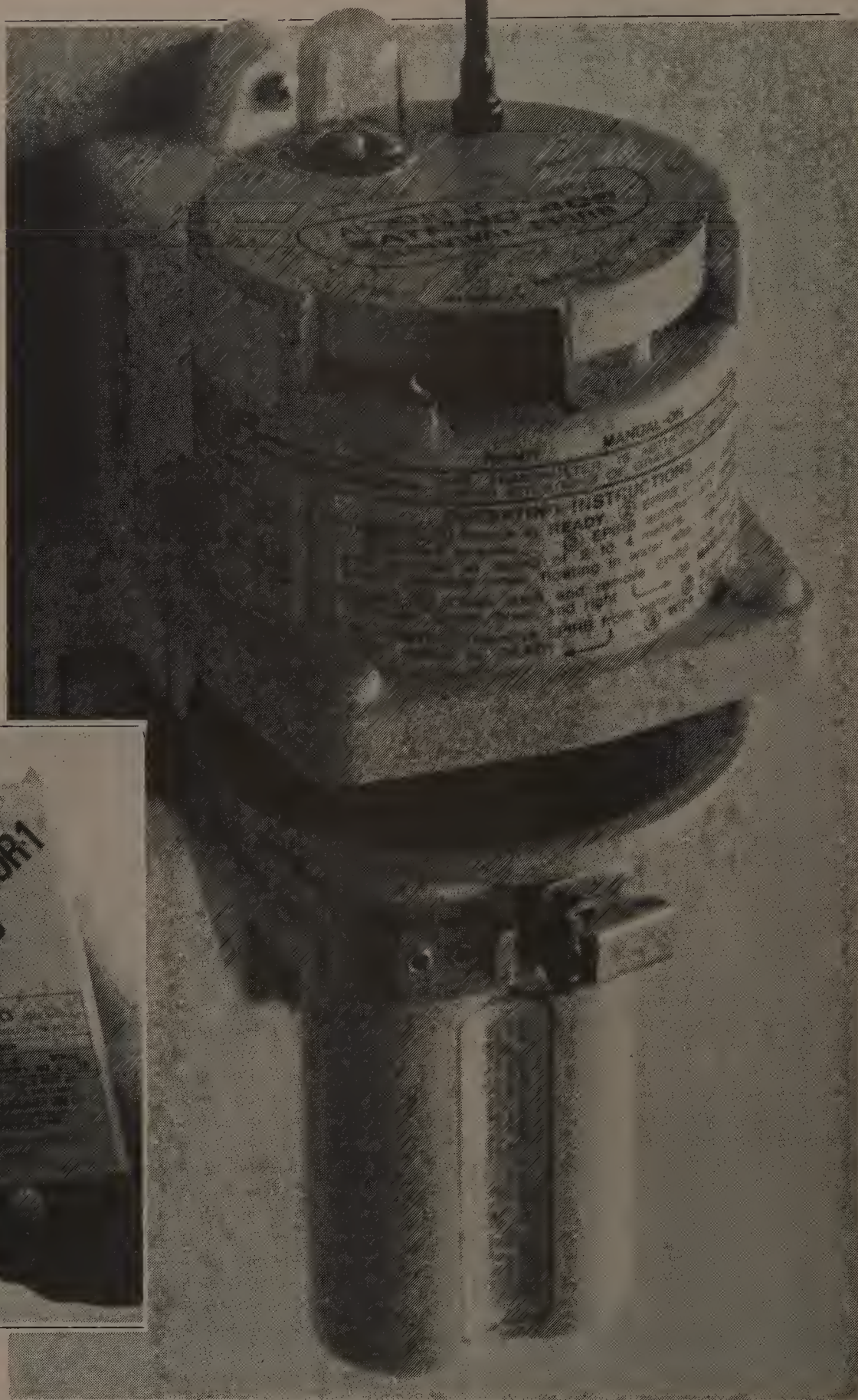
# EPIRBs — LOST AND FOUND

Buying safety equipment is sailing's Catch 22. We've met people halfway through a circumnavigation who didn't even have lifejackets aboard, and others who were sitting out yet another season in homeport because they couldn't quite afford to crown an extensive safety equipment inventory with the installation of a radar. "We've made it this far, and we know what we're doing" went the line of reasoning for the first group. "Prepare for the worst by buying the best," maintained the second.

For most of us, striking an acceptable balance between the two extremes is the best we can hope for. Do you get a Lifesling now and forego that second anchor a while longer? Should you delay your own Big Cruise for want of the latest safety widget? And what about EPIRBs — Emergency Position Indicating Radio Beacons? Can you get away with a few hundred dollars for one of the 'older' 121.5 Mhz units, or should you spend one or two thousand for one of the spiffy, new 406 Mhz EPIRBs?

We don't pretend to know what's right for everyone. But after you read the following, we think you'll agree on one thing: Despite its higher price tag, the 'dividends' of owning a 406 EPIRB far outweigh its hefty price tag. Not only are they light years better technically, they offer the potential of quicker rescue, and are less likely to send Coast Guard or other searchers off on the wild goose chases for which 121.5 beacons have become infamous.

Which, we should hurry to point out, does not mean that all 121.5 units are junk. Regular readers may recall a project we did a few years back called 'The Great EPIRB Experiment.' Spurred by reports that some 121.5 Mhz ELT's (Emergency Locator Transmitters, the aircraft equivalent to EPIRBs) were emitting signals that might not be 'pure' enough to be picked up by satellites, we



*Above, if you don't carry a 406 Mhz EPIRB, start adding hours to your rescue time. Inset, with their compact size, improved signal and bargain price, newer 121.5 EPIRBs continue to sell well.*

arranged a test. We invited boaters to bring their EPIRBs by our boat show booth for free spectrum coherency testing.

A couple of electronics technicians and

about \$65,000 worth of hardware loaned by Hewlett Packard confirmed the worst: that 2/3 of the units tested emitted either non-coherent or marginally-coherent signals. That means if you were suddenly treading water in mid-Pacific and you switched on your EPIRB, maybe a satellite would pick it up, maybe it wouldn't. And even if it did, it



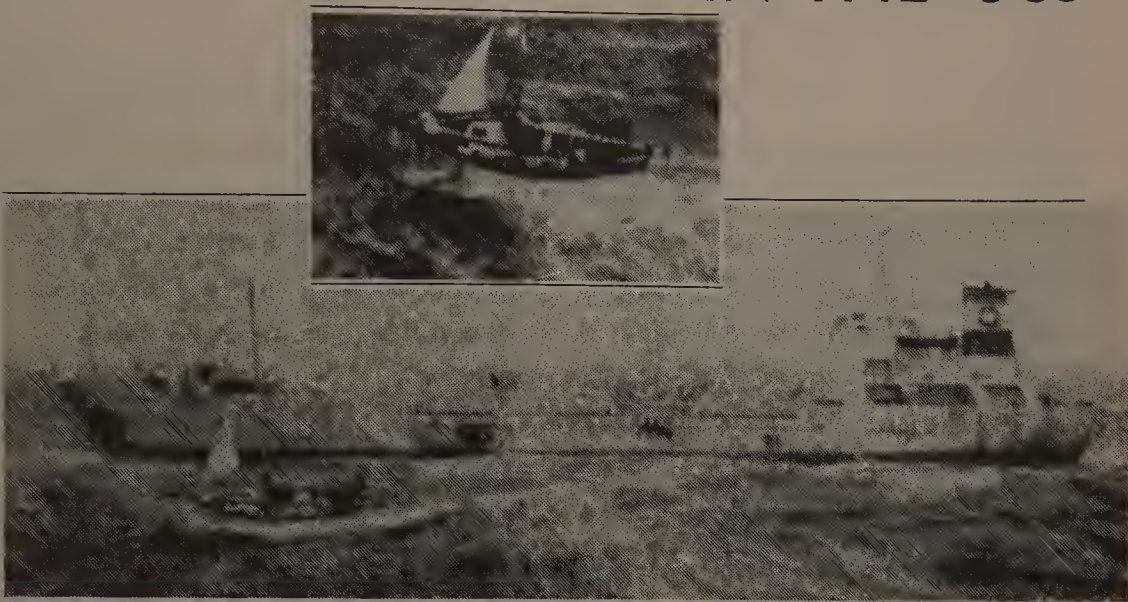
could give rescuers an erroneous position.

Outrageous as it sounds, this unfortunate situation was really nobody's 'fault'. It was more a function of two divergent technologies leapfrogging one another.

The whole idea of EPIRB/ELTs started back in 1972 when a plane carrying two Congressmen went down in the wilds of Alaska. Despite an intense 8-day search, they were never found. Shortly afterward, Congress mandated airplanes to carry the beacons which became known as ELTs. When activated, these emitted a 'whoop whoop' on the aircraft emergency radio frequency, 121.5 Mhz, and a corresponding harmonic, 243 Mhz. EPIRBs — essentially ELTs with waterproof cases and flotation collars — soon followed.

In the early '80s, someone got the idea of using satellites to broaden the reception area of the line-of-sight signals emitted by ELT/EPIRBs. In theory, it sounded great: with an SAR (search and rescue) package aboard, newly-launched satellites could receive and 'downlink' the 121.5 distress signals to ground locations for processing.

In actual practice, the satellites were set up to receive a very accurate digital signal, while most 121.5 beacons put out a relatively sloppy analog one. You might have experienced the problem on a smaller scale yourself — try to set your expensive new digital watch, accurate to hundredths of a second, after some guy with a Timex tells you "it's about 10 to 3."



*In winds reaching 80 knots off Long Island in October, 1992, the Coast Guard rescued three people off the Westsail 32 'Satori'. The owner later recovered the boat.*

after that date, you can rest assured a satellite will hear it — assuming your batteries are updated regularly per instructions, of course. (New batteries run about \$85 and have to be installed by the manufacturer or a qualified repair shop.) As you'll see in the big sidebar on the following pages, however, even with the Cadillac 121.5 setup, rescue can still take hours longer than with a 406.

If your EPIRB was manufactured before October 1, 1988, we'd have grave misgivings about trusting your life to it. It's relatively simple to test whether it's broadcasting; any marine electronics outlet can do it for you. (Legally, this may only be done in the first five minutes of any hour, and for not more than three 'sweeps' [whoop-whoop-whoop].) Testing the purity of that signal is something else again. To our knowledge, there is no place you can send or take a 121.5 EPIRB to

which, technologically speaking, is to the 121.5 EPIRB what a fiber optics are to a pair of Dixie cups and string. Consider:

- It emits a digital signal on a frequency that is not used for anything else. (Aircraft use the 121.5 Mhz radio frequency a bit like boaters use VHF channel 16 — you make and receive emergency voice calls on it.) This means there are fewer 'false alerts' of the type that clutter the 121.5 frequency.

- It was designed specifically to work with the satellites. Even the way a 406 emits its signal makes it much easier and quicker for the satellite to locate. And the 'composite solution' — a fix given by two or more satellite passes — is more accurate: within 2 miles versus about 12 for a 121.5 beacon.

- The 'global coverage' feature allows the satellite to store a 406 signal until it sees an earth station. With the 121.5 signal, the beacon and ground station must be visible at the same time.

- Finally, when you go digital, you can give each EPIRB an individual 'fingerprint'. When you buy a 406 EPIRB, it comes with a registration card. If you take the time to fill it out and send it in to NOAA, any time that EPIRB is set off anywhere in the world, all the information you've filled out on boat name, type, phone contact, radio call sign, etc. will be forwarded to search and rescue authorities along with the distress alert.

## NOTABLE 406 SAVES

- **NOVEMBER 24, 1990** — Two crew on the Trimaran *Great American* set off their 406 EPIRB on Thanksgiving Day after the boat capsized 400 miles west of Cape Horn. Seventeen hours later, they were rescued by a New Zealand freighter.

- **DECEMBER 10, 1991** — When the fishing boat *Independencia* sank in the Pacific, 19 people took to rafts and set off their EPIRB. They were all rescued in good condition.

- **SEPTEMBER 23, 1993** — Twenty-three people abandoned the burning fishing boat *Olympia* 120 miles off Guatemala. Activation of their 406 EPIRB led to rescue the same day.

- **DECEMBER 3, 1993** — Shortly after 5 a.m., the rudder on Whitbread Round The World Race competitor 60 *Brookfield* snapped off, flooding the aft part of the boat with three tons of water and killing all the on-board electronics. The crew of the 60-footer activated their 406 EPIRB and a competitor, *La Poste*, diverted to assist. *Brookfield* was able to contain the damage, rig an emergency rudder and continue the race.

- **DECEMBER 11, 1993** — Two men whose 30-ft sloop capsized and foundered in 80-mph winds 225 miles southeast of Nantucket took to their liferaft and set off their 406 EPIRB. They were rescued after 11 hours, also by a diverting freighter.

In an effort to better match the two technologies, Congress once again jumped in, requiring that all 121.5/243 EPIRB/ELTs manufactured after October 1, 1988 adhere to new spectrum coherency requirements.

If you own a 121.5 EPIRB manufactured

test its spectrum coherency.

About the time the 'new' 121.5 EPIRBs were coming out, a project started back when the satellite idea first took off was also emerging. This was the 406 Mhz EPIRB

Although no exact dollar figure is available, this last feature has certainly saved taxpayers a substantial amount of money in the last five years. In 1992, in the 11th Coast Guard District alone (Oregon border to the Mexico/Guatemala border), there were 136 activations of 406 EPIRBs. By using the registration information, the Coast Guard was able to determine that nearly 75% of them were not emergencies — before any planes or boats were launched! Of those 136, only 11 turned out to be actual emergencies.

The single advantage of the 121.5 Mhz signal is that Coast Guard ships and aircraft can home in on 121.5. They can't do that



# EPIRBs — LOST AND FOUND

with the digital signal. For this reason, every 406 EPIRB also has the 121.5 frequency built in.

If they cost the same, or even close to the same, you wouldn't be reading this article. Everyone would have a 406 and 121.5 EPIRBs would be relegated to the same room at the Smithsonian as slide rules and 8-track tape players. The rub is that 406s cost about five times as much as your average 121.5 beacon, or about \$1,000 to \$1,200 for the recreational 'Category II' type. For that reason, 121.5 EPIRBs continue to outsell 406s about two to one.

To illustrate a real-world difference between the new and old types of EPIRBs, let's follow the case of the 55-foot fishing boat *Silk Ridge*, whose skipper set off his 406 EPIRB one dark Autumn night two years ago. Operating off Louisiana, the boat had started taking on water faster than the three-man crew could pump it out, and with the radio not working, the new EPIRB was their last hope. Fortunately, the owner of *Silk Ridge* had sent in the registration card that

## TECH STUFF

A lot happens between the time that an EPIRB goes off and the Coasties pull alongside with hot coffee. For simplicity's sake, we've broken an EPIRB signal's 'route to rescue' into two parts, Analysis and Response.

But first, a little about the hardware.

COSPAS/SARSAT is an international satellite system for search and rescue run by Canada, France, the United States and Russia. The system requires four polar-orbit satellites to be in operation at any one time, but there are currently six on line: three Russian and three American. The system was declared operational in 1985.

Each satellite makes an orbit of the earth around the poles every 100 minutes. Altitude varies from about 520 to 620 miles. The 'swath' of earth each satellite sees is 2,500 miles wide, which gives an instantaneous field of view about the size of a continent.

The orbital plane of the satellites remains fixed while the earth rotates below. The coverage is therefore better the farther you go north or south, and 'worst' around the equator. An EPIRB set off at the equator will still be heard, it may just take awhile longer.

How much longer? NOAA estimates that, in a worst-case scenario, it could take 112 minutes from the time a satellite acquires an EPIRB signal until Coast Guard receives it. The best-case scenario: 16 minutes.

### Analysis

A 406 Mhz EPIRBs emits a 5-watt burst of

½-second duration every 50 seconds. (Most also feature a built-in strobe.) In addition to relaying information, the bursts are designed to help the satellites get a fix on the beacon using the Doppler principle.

This system does have a few eccentricities. Probably the most glaring is the so-called 'mirror image'. In addition to the real location of the EPIRB, the satellite will record a secondary position anywhere from five miles away to several thousand miles away. On a good 406 'hit', this ambiguity can sometimes be mostly factored out by accounting for the earth's rotation.

(Interestingly, the big GOES 7 satellite that gives us those pretty weather pictures on the evening news also plays a part in the EPIRB game. Although it has not yet received the official blessing of the COSPAS/SARSAT community, from its 'grandstand' seat out at 22,000 miles, GOES can see one heck of a lot of globe all at once. Accordingly, GOES can and has downlinked emergency data from 406 EPIRBs to ground stations. But being geostationary — it 'stays in the same place' in the sky — and out so far,

*A sample first alert for a registered 406 EPIRB. As you can see, it includes a ton of information that could aid rescuers. Note under 'first locations' that two positions are given, with a probability ratio (80/20 on this alert) of which one COSPAS/SARSAT thinks is right.*

it cannot provide any location data.)

From the satellite, data is downlinked to stations known as LUTs — local user terminals. There are currently 35 LUTs in operation worldwide (including one at Vandenberg Air Force Base), with another seven due to come on line in 1994. The LUT decodes the transmission and calculates the beacon's position as best it can. This information is then shunted automatically to the nearest Mission Control Center.

MCC for the United States is the NOAA complex in Maryland. The MCC calls up any registration data on the 406, and 'fine tunes' the position by factoring in (or filtering out) information from other LUT/MCCs. That information is then transmitted to the appropriate Rescue Coordination Center(s). In the United States, beacons transmitting over land are handled by the Air Force. Over water, they go to the Coast Guard.

/000157 00000/3660/92 182 1205  
/177/XDEM

406 NOTIFICATION/SIT 177/FOR DEMO  
\*\*\* THE FOLLOWING 406 MHZ BEACON HAS BEEN ACTIVATED IN \*\*\*  
\*\*\* AN AREA OUTSIDE OF UNITED STATES SAR RESPONSIBILITY \*\*\*  
MCC TRANSMIT TIME 31 0655 MAR 93 SITE ID: ADCD02140440401  
DATA FROM SAT/ORBIT: C5/15474  
DATA SOURCE CMC

\*\*\* FIRST LOCATIONS \*\*\*  
SOL PROB LATITUDE LONGITUDE MCC AREA  
A 80 31 20.2N 162 13.1E JASP  
B 20 34 03.0N 120 07.0E HKMCC

\*\*\* BEACON DATA \*\*\*  
COUNTRY: USA (366)  
BEACON TYPE: SERIAL MARITIME  
LONG MESSAGE: 000 00 000 00  
EMERGENCY: UNDESIGNATED

CALL SIGN:  
HOMING: 121  
ACTIVATION: MANUAL

MANUFACTURER: ACR

\*\*\* REGISTRATION DATA \*\*\*  
MANUFACTURER: ACR

MODEL: RLB 23

MODEL NUMBER: RLB-23

OWNER: MATTINGLY CARL  
13 NEW BERRY AVE  
NEW BEDFORD MA 02740  
USA

HOME TEL: 508-993-6666  
WORK TEL:

CONTACTS: DOCKSIDE REPAIRS  
HOME TEL: 508-967-6730  
WORK TEL:

HOME TEL:  
WORK TEL:

VESSEL NAME: STAR GAZER  
REGISTRATION NO: 599818  
TYPE: POWER FISHING  
LENGTH OVERALL 97 FT  
DATE FIRST REGISTERED: 02/25/91  
DATE LAST REGISTERED: 02/25/91  
QQQQ  
/LASSIT  
/ENDMSG

HOME PORT: NEW BEDFORD MA  
DOCK/MAR1: NEW BEDFORD MA  
RADIO CALL SIGN:  
DOCK/MAR2:  
RADIO EQUIP: VHF-FM



## INTERESTING FACTS

• Through December of 1992, COSPAS/SARSAT has been involved in 1,089 'events', and contributed to the saving of 3,093 lives worldwide. Of those, 481 were marine SAR cases, in which 1,720 persons were saved.

• 70% of maritime SAR cases involve small sailboats or pleasure craft.

• Studies show that while initial survivors of an aircraft crash have less than a 10% chance of survival if rescue is delayed beyond two days, the survival rate is over 50% if the rescue can be accomplished within eight hours. Similar urgency applies in maritime distress situations.

• As of August, 1993, an estimated 550,000 121.5 'distress beacons' (which would include ELTs) are in use worldwide, and about 50,000 406s. Influencing that latter number is legislation: In the U.S. and some other countries, commercial ships and fishing vessels are now required to carry 406s.

an oil rig supply boat to the coordinates given. The supply boat rendezvoused with the stricken fishing vessel about an hour and

a half later, and 45 minutes after that, the helicopter arrived and lowered a dewatering pump. With the aid of the pump, *Silk Ridge* was able to make port the next morning under her own power.

This case in point appeared in a recent issue of the Coast Guard publication *On Scene*. The article went on to note, "Had the *Silk Ridge* had a 'regular' 121.5 EPIRB, or a 406 Mhz EPIRB without the proper registration data included, the Coast Guard *may not even have been alerted* (italics ours) to her situation until 0230." (See sidebar for details on why this is so.) By 0230, incidentally, the oil rig boat was already alongside *Silk Ridge*.

The consequences of not registering a 406 will probably never be brought home more forcefully than through the tragic loss of American singlehander Mike Plant. In a rush to make the start of the Vendee Globe Challenge Race in France, Plant sailed out of New York on his open class 60-footer *Coyote* in mid-October, 1992. He had a brand new 406 aboard, but had not had the time to register it. When it went off weeks later —

came with the unit. Among the information included on the card was his name, boat type, homeport, and home and business phone numbers.

So as soon as the signal reached NOAA's US Mission Control Center in Maryland, they knew who was in trouble. Within minutes, an 'unlocated first alert' (position not fixed, but distress beacon activated — an unusual combination) was relayed to the Coast Guard Rescue Coordination Center in New York, where the vessel was registered. A call to the owner's wife confirmed that *Silk Ridge* was indeed under-way — in the Gulf of Mexico.

The 8th District headquarters in New Orleans were next in the need-to-know chain, putting out a universal marine information broadcast (UMIB) for ships in the area to divert and assist. A rescue helicopter was also prepared to fly.

It took an additional satellite flyover to establish a probable 'first alert' position for the *Silk Ridge*, and the Coasties went for it. They launched the helicopter and directed

Up to this point, none of the process is dependent on human intervention; it's all done automatically by computers. But at the RCC level, it becomes hands-on.

#### Response

The Coasties handle 121.5 and 406 EPIRB information differently — and the difference is an important one. Before we get into that, however, let's take a look at the three 'levels' of alerts the RCC sees.

**Unlocated First Alert** — as the name implies, this tells the Coast Guard that a 406 EPIRB has gone off, but the satellite was unable to get any position information. If the beacon is an *unregistered* one, there's nothing the Coasties can do but wait until there's more to go on. On a *registered* 406, however, the Coast Guard can lay quite a bit of groundwork by using the information on file (such as in the case of *Silk Ridge*.)

The next level of notification is, simply, the **First Alert**. This contains all the information it was possible to get during one pass of a satellite over an activated beacon — including not one, but two possible positions. (The 'mirror image', remember?) A first alert includes a probability ratio of which position the satellite/LUT *thinks* is right, which is about 90% reliable with a 406. But what if the ratio is 50/50? Again, with a 121.5 or unregistered 406, there's no way of knowing. With a registered 406, even if the owner can't be contacted by phone, a vessel's

homeport and type will almost certainly favor one position over the other. For example, if the positions given were off the Farallones and halfway to Hawaii and the vessel was an urchin boat out of Half Moon Bay — well, you figure out.

The third type of alert is a **Composite Solution**, which is SARSAT lingo for 'a fix.' This comes over the wire after the signals from two or more satellites (or the same satellite on another pass) have fixed the position of the active beacon.

Now, here's the big difference between a 121.5 and 406 first alert: The Coast Guard will always respond immediately to a 406 first alert, no matter if it's registered or unregistered.

*The Coast Guard does not respond immediately to a 121.5 first alert. So many of these turn out to be bogus that they always wait for substantiation, either in the form of contact with a vessel in distress or a composite solution.* As you have already read, that can mean a delay of several hours in getting help on the way.

On a 406 first alert, the Coast Guard puts ships and aircraft crews on alert, and issues a UMIB (universal marine information broadcast) to any vessels in the area to divert and assist. If the EPIRB is a registered one, they begin calling the numbers on the card. Is the vessel underway? Where was it going? Who was aboard? — that type of thing.

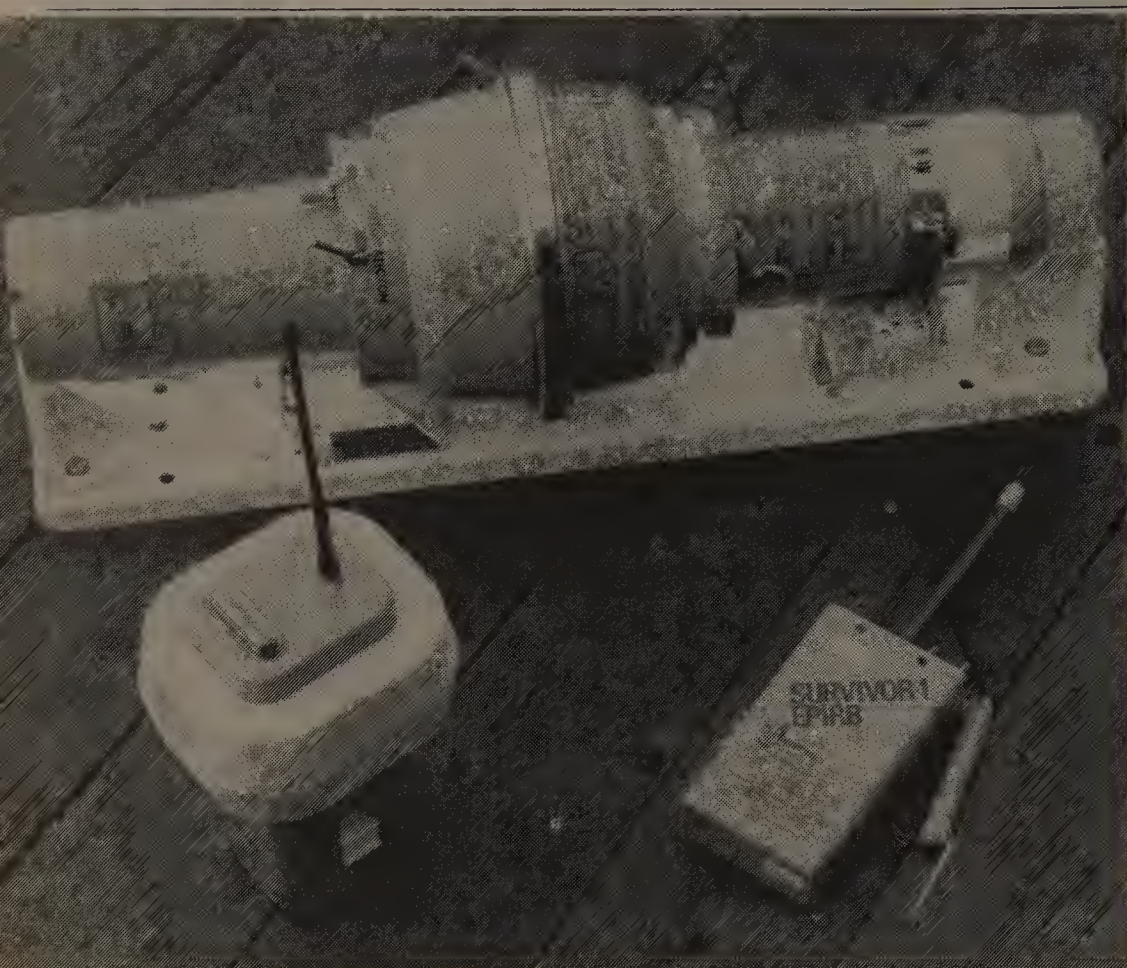
As mentioned, many times the whole process comes to a screeching halt right there. The boat's in port, for example, and the EPIRB got bumped. The favorite false alarm around 11th district SAR headquarters these days was a first alert where the Coast Guard was a few minutes into talking to the owners wife when she said, "He's just pulling up in the driveway now. Let me get him for you." The owner of the EPIRB came on the phone, and the Coast Guard informed him they'd been tracking his EPIRB all the way up 101. He half-puts his hand over the phone and bellows, "Hey Bill, turn off that EPIRB!" The boat's trip home on a trailer had jarred the EPIRB loose — and on.

On an unregistered 406 first alert, the Coast Guard "responds with one or more assets", as they put it, to *both* locations. If and when a composite solution comes in to confirm one, they can abort the other, but according to Lt. Mike White at 11th District OSR (Office of Search and Rescue), "We can't depend on that probability factor. I've seen 98/2 probability and had the '2' turn out to be correct."

Once the emergency is in view, the human element really comes to the fore, with skill, training, seamanship, proper medical care and sometimes a lot of luck all playing vital parts. If it all goes well, one or more boaters in trouble will live to sail another day.



# EPIRBs — LOST AND FOUND IN THE '90s



staying on only long enough to relay a fingerprint, but no position — it was already too late for Plant. It took friends two more weeks of working laboriously backwards through paperwork to finally put the pieces together — they found the chandlery that sold Mike the unit and cross-referenced the serial number. By that time Coyote had been found capsized in the North Atlantic, with no sign of her skipper.

Despite this, only 70% of 406 EPIRB buyers get around to registering their beacons. At present, that translates to about 17,000 names in NOAA's databank.

If this whole epistle sounds like an infomercial for 406 EPIRBs, well, maybe we've got them on the brain lately. Since starting our regular *Coast Watch* feature (Coast Guard Search and Rescue summaries) in *Sightings* a few months ago, we're aghast at all the unnecessary searches the Coasties still seem to go on for erroneous 121.5 EPIRB 'hits'. In another sense, we're just as surprised they don't go on more of them. According to NOAA's Gregg LaMontagne, the satellite network "picks up literally hundreds of 121.5 signals a day." Fully 97% of these are eventually found to be non-distress. Most are caused simply by the interference and instability of the frequency

*EPIRBs come in all shapes, sizes, classes and categories. The 121.5s come in Class A, B and C designations, with the 'B's' (lower right) most common aboard offshore sailboats. The 406s come in Category I and II, with the II's (lower left) being most common at the recreational level. Big, expensive units like the Category I 406 in this photo feature hydrostatic (water-activated) release, which is required for commercial ships and fishing boats.*

itself, although a few are accidental or malicious activations. By contrast, NOAA sees only about ten 406 signals a day. About 1 in 12 of these signals are actual distress.

Conclusions? If you're going offshore, we recommend carrying an EPIRB. Mount it in an easily accessible location, and if you ever have to abandon, make it one of the first things you carry (not throw) into the liferaft. If you're staying with your boat, bring the EPIRB topside — sometimes being below can foul up the signal. (So can being underwater, but if you're that far gone, you probably won't care anyway.)

If you can afford it, the choice is obvious: a 406. If you can't, purchase a 121.5 unit manufactured after October, 1988, to insure spectrum coherency. If you already own a 121.5 that was manufactured before October '88, we strongly recommend that you replace it. If you're willing to take the gamble that it is 'good', at the very least, update the unit with a new battery before going offshore.

If you're lucky enough to get a 406 as part of a boat deal, bully for you. But don't forget to re-register it with NOAA in your name. Registration cards should be available at your local marine electronics outlet.

What does the future hold? Strictly rumor, you understand, but the next generation 406 may well have a GPS built in. That way, there'd be no more waiting for two

## HIT OR MISS

Despite huge improvements in the efficiency of both EPIRBs and the COSPAS/SARSAT system in the last few years, the system is not yet foolproof. At least, that seems to be the message of a 'missed' EPIRB signal last year that, but for a bit of luck, could have cost three sailors their lives.

At about 1 a.m. on March 16, 1993, Marshall and Dee Saunders' *Tayana 52 Clam Bake* was hit by a freighter off Puerto Vallarta. They and crewman/friend Joe Ballard had all of 90 seconds to untie the boat's inflatable before *Clam Bake* sank.

Marshall had the presence of mind to grab and activate their 406 EPIRB, and its strobe blinked faithfully for 90 minutes as they nursed their injuries and awaited rescue. It was not long in coming: the ship that had hit them returned and plucked them out of the water.

In the aftermath of the sinking, they contacted the Coast Guard, and were surprised to find out the Coasties had not received an alert from their registered EPIRB that night. Even more distressing: no satellite had even heard their beacon, despite NOAA records showing that one had passed over.

Could their 406 EPIRB, a Litton unit manufactured in 1992, have been defective?

Per request, they forwarded the beacon to the Coast Guard, which in turn sent it to the manufacturer. According to Litton, the unit tested out perfectly.

At present, this is one mystery that has everyone stumped.

satellite passes, no more 'composite solutions' or unlocated beacons. The EPIRB would simply transmit its exact coordinates along with all the other data in the initial signal. With such a 'super-charged' EPIRB, conceivably, help could be on the way in less time than it's taken to read this article.

How much would *that* be worth?

— latitude/jr



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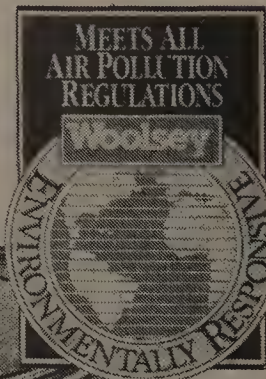
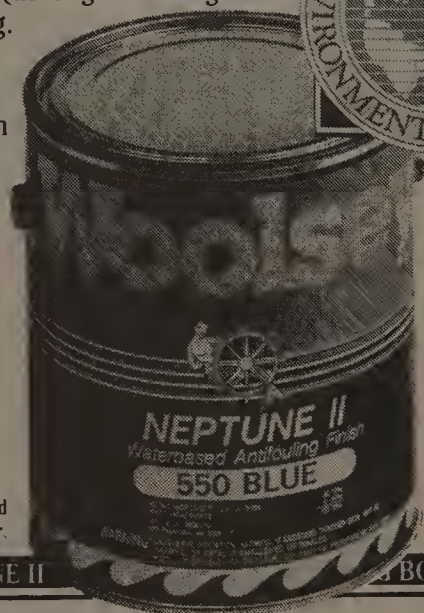
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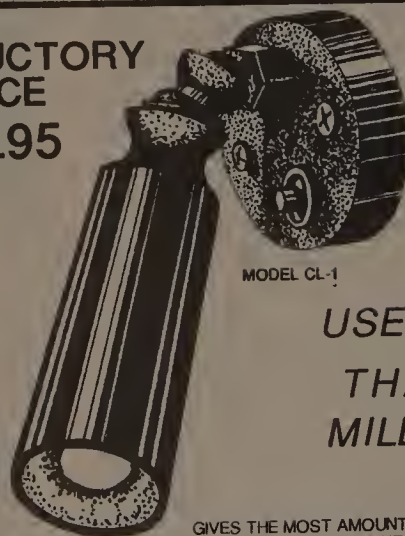
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It was a dark and stormy Thursday night late last January. The cold wind howled (whooooooosh, whoooooosh, clank, clank, whooooooosh. . .) and sheets of rain fell from the sky. Sensible folks had long since sought shelter from the elements, and

and warm, Our Hero could be found waxing, buffing and laboring intensely to complete the haulout and relaunch *Cheyenne*. He

*Attempting to sit up, Our Hero makes a mental note to try something other than beer for his next rehydration program.*

the San Rafael Canal District was like a ghost town. No one — not even the prostitutes and drug dealers — ventured out into the ugly night.

No one, that is, except Our Hero, who was laboring intensely on his Wylie 34 *Cheyenne* in a dark corner of a San Rafael boatyard. He was determined to complete his mission: optimize the boat for shorthanded sailing (reconfigured keel, smooth new bottom and new standing rigging) before The Race, the Three Bridge Fiasco, just two days away.

As Our Hero took a moment from his labors to peer through the portholes, a violent gust of wind and rain shook the boat. The sound he heard next was of his boarding ladder slamming against the ground. He was now stranded high above the pavement, late at night in an unlit boatyard in a seedy part of town with no hope of rescue.

But such minor problems couldn't stop Our Hero in his obsessive quest to make The Race. He methodically completed his work below-decks. Then, standing at the stern quarter, he grabbed the cables from the nearby crane and swung himself from *Cheyenne's* transom to the crane platform. From there it was an easy hop to the ground.

Now back in action, Our Hero began wet-sanding the bottom. It wasn't a pleasant job on a rainy winter night, but at least there wasn't any problem keeping the bottom wet. Besides, he knew that Lady M was excited by a smooth, fast bottom, and he wasn't about to disappoint her. He worked late into the night, confident that his efforts would be rewarded with future satisfaction.

Yes, things were looking up. After all, just a week before *Cheyenne* was without a keel, rudder, propshaft or prop. Her bottom was full of holes, and given the prediction of flooding along the canal, she'd been in serious jeopardy of sinking in a boatyard! After six years of drought, the irony of such a possibility did not escape Our Hero, a water resources manager by profession. He had not been having a good week.

knew this window in the bad weather was his one chance. But he also knew he was working against the clock, for soon a low tide would leave him trapped in the San Rafael Canal, unable to make open water for the return to Sausalito. So he worked furiously and by early afternoon *Cheyenne's* smooth new keel kissed the water and she was floating again. She tugged at her docklines ready to depart, but much work remained to be done.

The pace of Our Hero's activity intensified — there would be no time for him to eat or even quench his thirst. As the afternoon marched on and the tide neared a critically low level, *Cheyenne's* mast, with all its shiny new rigging, was lowered onto the step. Attaching the shrouds — let alone tuning the rig or connecting the electronics — was out of the question. His only hope of escaping the canal was to depart immediately.

Soon *Cheyenne's* diesel hummed as she headed for the nearby San Rafael fuel dock to fill her nearly empty tank. But this was not to be. Only 20 feet from the fuel dock — and less than 100 yards from her launching — *Cheyenne's* smooth new keel became stuck in the mud.

Unwilling to abandon his quest, Our Hero coaxed the boat off the bottom with full reverse throttle. Once back into deeper water, he evaluated his options. He might still have time to clear the shallow water channel before low tide — if he had enough fuel. But since he'd never actually run the tank dry before, he didn't know how accurate the gauge was, and thus might have just enough to make it without realizing it.

Besides, there was a five-knot ebb. If Our Hero could just get out the channel into open water, it would carry him to Sausalito. So he decided to go for it!

Soon *Cheyenne* was halfway out the San Rafael Channel motoring at a fuel-saving five knots. The sounder had been holding steady with .8 feet of water under the keel. In another half mile he would clear of the channel and be home free. Breathing a sigh

of relief, he smugly congratulated himself. 'At last,' he thought to himself, 'I've made it.' He began to relax.

Thunk. Crunch. *Cheyenne's* new keel started to plow mud for a second time, almost coming to a complete stop. Our Hero was no longer relaxing, as he had no desire for the danger that comes with being stuck aground in open water. His only choice was to apply full throttle in order to plow through the goopy muck to deeper water.

Miraculously, he and *Cheyenne* cleared the channel and were able to set a deep water course for Sausalito. Happy that the crises were finally over, Our Hero set the autopilot. At last, he had the opportunity to go below in search of much needed food and drink. 'Surely, there must be something on board,' he mused as he began what was to be a futile search.

Soon he was interrupted by the sound — and then the silence — of the engine's dying breath. It was then he had proof positive that when the fuel gauge read 1/8, it really meant 'empty'. Returning to the cockpit, he took a deep breath and assessed his new predicament.

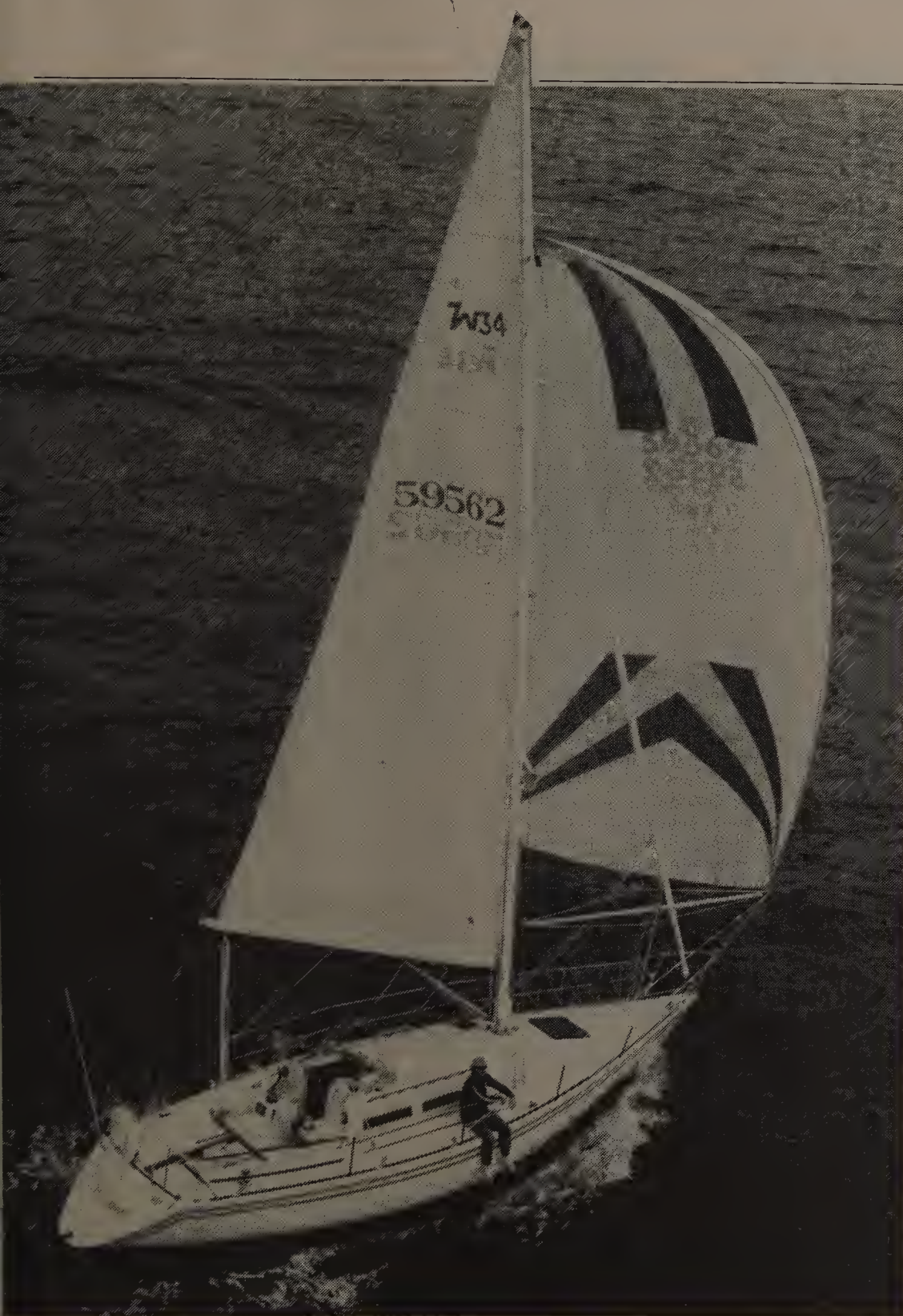
Our Hero was out of fuel and *Cheyenne*, already losing steerage, was coasting to a stop. There were no other boats within sight and a five-knot current was sweeping him toward the bases of the Richmond Bridge towers. The shiny new standing rigging was dangling loose, not yet attached, and would thus be unable to hold the load of hoisted sails. In any event, the sails were stored below along with most of the running rigging and behind all the boxes of haulout junk. Besides, *Cheyenne's* boom lay lashed to the deck and the wind — or lack of it — was holding steady at 0.00 knots.

To complicate the situation, it would be dark in about an hour and Our Hero hadn't had a chance to connect the masthead running-lights. On top of all this, he was not just hungry and thirsty, he was exhausted. Needless to say, it was beginning to look doubtful that *Cheyenne* and Our Hero would be in top racing form for the 1000 start of The Race the following morning.

So was this the end? Was The Race beyond Our Hero's reach? Would he and his beloved yacht be ground to pieces beneath the Richmond Bridge? Would they be swept out the Gate and/or be demolished by a freighter in the dark of night? Perhaps he'd simply surrender to exhaustion, starvation and dehydration, dying quietly but with dignity.

When Friday morning broke sunny





COURTESY CHEYENNE

**N**ot today, pal. Our Hero, who thrives on adversity, was now in his element. With renewed energy and enthusiasm, he sprang into action.

Using *Cheyenne's* last remaining boat-speed, he maneuvered her into a position so she'd drift with the current *between* the concrete bases of the San Rafael Bridge towers. With a stroke of luck he cleared the bases and found himself drifting transom-first down the main ship channel in the direction of Angel Island. It might not have looked good, but he was making three knots over the bottom in the right direction. It just wouldn't be a very opportune time for a ship

*Once the Fiasco started and our Hero set the kite, he was able to get out on the rail for some much-needed relaxation.*

to pass through.

Next, Our Hero set about attaching the standing rigging to the chainplates and tuning the rig enough to set some sail. Once that was done, he lifted the main boom off the deck and reattached the gooseneck to the mast. The halyards, mainsheet, outhaul, vang and cunningham were set up next, making it time to fetch the mainsail.

As the main was hoisted, a fortuitous gentle breeze rolled in across the Bay. The

sail filled and *Cheyenne* swung around to her proper heading. As she moved slowly through the water, Our Hero took a long look at the sun setting behind a distant hill, capping off a gorgeous afternoon. It was then our Hero remembered why he was so infatuated with this magical thing called sailing. Indulging himself for a moment, the thought occurred to him that he might just make the start of the race after all.

But much remained to be done. He had to negotiate the swift currents of Raccoon Strait, turn the corner toward his hometown of Sausalito, and somehow make his way to the fuel dock. And the 3½-mile distant fuel dock closed in just 45 minutes! Somehow he had to do all this without getting swept out the Gate to the open sea where there were hazardous conditions, huge freighters charging through the night — and not a single fuel dock.

As Our Hero scanned the horizon for a favorable breeze, he finally spotted a similar size sailboat headed in the same direction. As much as he wanted to hail the boat for a tow, he first had to wrestle with the ethical question of whether he had the right to disturb others because of his own little problems. After all, shouldn't a true hero rescue himself from his perils? Shouldn't he stoically accept his fate?

Naaaaaaah. Our Hero decided he wasn't a Foolish Hero, the kind that let's their ego cloud their judgement. Yeah, that's it! So he went below for his air horn. Back on deck, he smiled, aimed and pressed the button that would sound the horn and bring the other vessel to his rescue. Nothing.

That was odd, as it had worked fine the previous fall when he used it to signal the Capitola water taxi. Our now smileless Hero decided this just couldn't be, the air horn simply had to be made to work! So he jiggled, twisted, shook, tapped, banged, prayed, cursed before trying it once again. Out came a pathetic *ssssppppffffsssszzz*.

Easily encouraged, he gave it another go and out came a slightly less pathetic sounding *ssssppppffRRRRRRRRttttsssszzz-ssssss*. Our Hero was amazed to notice that the other boat began to alter course and was soon alongside.

Preparing his tow line, Our Hero began to wonder whether it was his prayers or curses that had saved him. After all, he would now have to pay either the Overlord or the Underlord. He paused to think which would have the most negative impact on his lifestyle.

**O**bviously it was Our Hero's lucky late afternoon, for his new friends graciously offered him a tow all the way to the Sausalito fuel dock. Once under tow, he doused sail



# FRYER'S

and set about preparing the boat for The Race. He cleaned, he rigged, he taped, he organized. He did everything but drink, eat or rest. But that was all right, for soon he'd be at the fuel dock which has a nice little deli next door. With darkness settling in, he hurried about his business.

As the last streak of light faded from the western sky, Our Hero and his fine yacht were under tow just 50 yards from the Sausalito fuel dock. The trouble was they were at a standstill. *Cheyenne* was aground yet again, the third time since being launched less than three hours before! After considerable confusion and spinning about, *Cheyenne* was freed from the bottom and pulled alongside the fuel dock. Wonderful — were it not for the fact that while in the process of getting free the fuel dock has closed for the night.

Undaunted, Our Hero cleared the tow line, thanked his accommodating rescuers, and secured *Cheyenne* to the fuel dock. He knew the fuel dock would open at 0800 the next morning, which would give him just enough time to fuel up and make the starting line of The Race. Thus satisfied, he made a rhumbline course for the deli, arriving just in time to have the door — with its prominently displayed 'closed' sign — be slammed in his face. 'Timing is everything, isn't it?' he thought to himself.

Our slim and trim — from being famished and dehydrated — Hero then had to decide between calling a taxi for the short trip to the local supermarket or attempting the journey on foot. Knowing that the taxi might only bring additional unsolicited adventure, our ultra-light Hero set off on foot.

As he entered the market, he was overwhelmed with abundance: never before has so much food looked so appetizing. Even the beehive hairdos looked great to his weary eyes. Our Hero briefly contemplated buying one of everything. However, being the serious competitor he is, he realized that extra weight onboard would only slow him down in The Race. So he decided to settle for a simple carbo-loading and rehydration program.

Back on board, Our Hero cracked open a cool one and began his assault on the western slope of Mt. Pasta. After a few more cool ones, Mt. Pasta was reduced to a mere molehill and then nothing. With renewed energy pulsing through his body, Our Hero contemplated what tasks remained before *Cheyenne* would be ready for the starting line.

In order to most efficiently prepared, he first had to consider his race strategy, as the rules of The Race allow competitors to sail the course in either direction. So he flipped on the weather channel for the latest report while he consulted the tide tables and



COURTESY CHEYENNE

*Our Hero, sailing to weather off Belvedere.*

current charts. He decided he'd start by leaving the race committee to either port or starboard, then round either Blackaller Buoy, Red Rock or Treasure Island, on either port or starboard, and then decide what to do from there. Having settled that, he faced the reality of balancing the many things that remained to be done atop the time he had to do them — reminding himself of his serious need to bag some zzz's.

Cracking open yet another cool one, he began clearing away the interior mess that accompanies any haulout. Then he finished rigging the deck hardware and running rigging, and organized the sail inventory so *Cheyenne* would be ready to go at first light. His last task for the evening was to soap and hose down *Cheyenne*'s decks to remove the boatyard filth.

Exhausted but pleased, he decided he'd return at 0700 for a final tuning of the rig and to fuel up. By 0830 he'd be underway for the 1000 Cityfront start. But as for right then, the lovely Lady M was waiting at her warm hearth with a hot shower and a warm bed. As important as The Race was, he certainly didn't want to disappoint her.

The 0600 alarm sounded awfully early for Our Hero. While attempting to sit up, he made a mental note to try something other than beer for his next rehydration program — and to hire someone else to do his next haulout. He even seriously considered whether, in his present condition, he should even attempt The Race.

But in a true display of obsession, Our Hero pried himself away from Lady M's warm and naked body and headed off into the cold and dark morning. As the first ray of sunlight broke the horizon on what looked like the beginning of a sunny day, Our Hero arrived at the fuel dock where his nautical steed was tethered.

Anxious to begin the difficult task of tuning the rig in less than an hour, Our Hero leapt over *Cheyenne*'s lifelines and onto her deck. It was just then, as he slid across the

deck and crashed into the cockpit, that he noticed an uncharacteristically thick layer of ice on deck that had resulted from the late night washdown and overnight freeze. As he went about the decks with tools and tape measure in hand trying to tune the rig for racing, he was painfully aware that his previous day's karma was still intact.

By 0815, the sun shone brightly and the day began warming nicely. *Cheyenne*'s rig was ready, she'd gotten a bellyful of fuel and her engine was purring. Our Hero cast off the docklines and pointed *Cheyenne* toward San Francisco. Once the course route was clear, he went below for breakfast.

Our Hero returned on deck just in time to see another singlehanded sailboat ghosting along in a gentle breeze toward the starting line. Only this time it was the other boat hailing him for a tow. Recognizing the opportunity to repay the Karma Gods for the previous day's fortuitous assist, he altered *Cheyenne*'s course.

As he pulled alongside, Our Hero had no trouble recognizing the other boat — the Moore 24 *Anna Banana*, a feared rival! As he took the tow line, he wondered if, at the finish line, he'd regret his Good Deed. Just then a second crew emerged from *Banana*'s companionway. Ah ha, his dreaded rival would be sailing the race doublehanded.

No longer enemies, the two crews exchanged pleasantries, noted what a beautiful day it was, and began discussing race strategy. Our Hero listened carefully to *Anna Banana*'s ideas on how to best sail the course.

The starting area off Golden Gate YC was impossible to miss as a record 187 boats circled in preparation of the reverse handicap start. Our Hero was thrilled to be sailing again after such a grueling haulout, and he was anxious to put *Cheyenne*'s reconfigured keel and smooth new bottom to the test.

As he spotted his many arch-rivals — including two other Wylie 34s which were being singlehanded — he knew he'd come to the right place. Immediately, they began engaging in pre-start harassment maneuvers, which intensified as the starting time grew close.

Conditions for The Race couldn't have been more ideal. An 8-to-14-knot northerly held steady for the 21-mile course and the currents were cooperative, making for an unusually level playing field. With light #1 headsails the order of the day, the smiling sailors had at it.

Most boats sailed the course clockwise,



with a spinnaker set on the first short reaching leg to Crissy Field and again for the long downwind third leg from Red Rock to Yerba Buena. The second leg, an upwind beat from Blackaller Buoy to Red Rock, featured lots of tacking to stay in the most favorable current. Keeping a clear lane and covering the competition were naturally on every serious sailor's mind.

As Our Hero emerged from Raccoon Strait halfway through the second leg, he'd left his two sisterships behind and was moving up through the fleet. Benefitting from her new bottom, *Cheyenne* was in the groove and on the move — and stayed that way.

Several hours later, Our Hero and his trusty *Cheyenne* were thrilled to realize that they'd swept the 41-boat singlehanded fleet: first-to-finish, first-in-division and first overall. Only a handful of doublehanded boats had beaten *Cheyenne* across the line, they being led by none other than Our Hero's karma redeemer, *Anna Banana*.

Basking in the warm sunlight, Our Hero thoroughly enjoyed his brief moment of

victory. Despite the odds, he had risen to the occasion by overcoming all adversity and vanquishing his competitors. He then

had some questions about his whereabouts the previous Friday.

The truth is, to his boss and co-workers he's just an insignificant cog in the bureaucratic machinery of the Western World. But what do they know of

*The engine was dead, the shiny new rigging dangled loose, the sails were buried below, and a 5-knot current was sweeping them toward the Richmond Bridge tower.*

headed back to Sausalito and Lady M's comfortable quarters for the day's final adventure. Who could doubt that Our Hero was — at least for the moment — a Super Hero, a Master of the Universe?

Monday morning, before the sun peeked over the horizon, *Cheyenne* was resting quietly in her berth. And by 0700, You Know Who was back in his bleak little office, bent over his cluttered desk. His 'in box' was piled high, the phones were rigging off the hook, reports were due and his boss

the transformation he undergoes when upon stepping aboard *Cheyenne* and taking off on an adventure? The memories of which sustain him until he once again reappears as . . . Our Hero.

— james fryer

This year's Three Bridge Fiasco — so named because you round buoys near each of the Bay's three bridges in any order you'd like — is January 22. There are classes for both single and doublehanders. To enter or for more information on this year's race, call Pat Zajac at (510) 232-9965.



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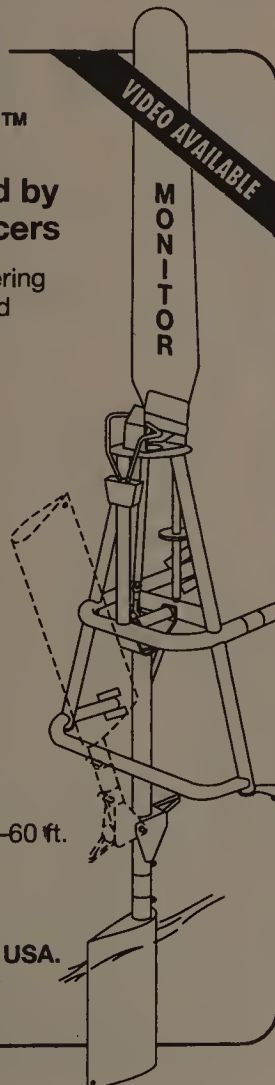
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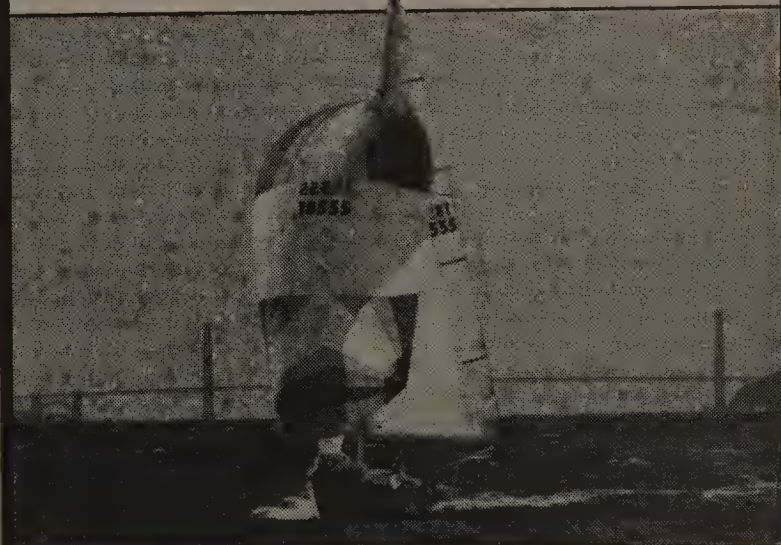
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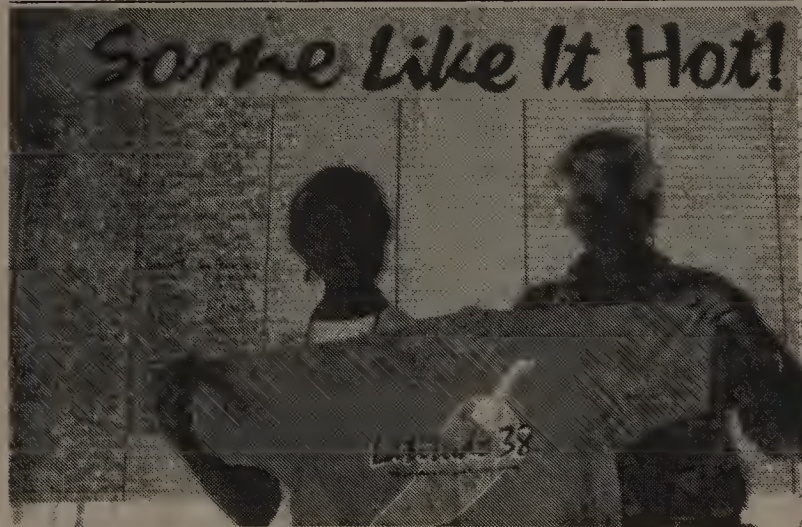
## the california to mexico

The seventh annual *Some Like It Hot Rally* — still the loosest, most unstructured sailing event in the world — is heating up again this winter at a blistering pace! As before, all you have to do to 'enter' is sail down the coast to Cabo San Lucas and sign our logbook at *The One That Got Away Bar & Grill*. Getting there's still most of the fun — but you have to be ready for anything, weatherwise. Dave and Ingrid Angelini of the Cheoy Lee 41 *Astraea* from the Palo Alto recommend those that follow in their wake either "go where the wind blows . . . or carry lots of diesel." When the Angelinis get through the Canal and into the Caribbean Sea later in their cruise, they won't be needing much diesel.

"No wind coming down," was also the report from Bob Ronevicz's Jeanneau 41 *Independence* from the Richmond YC.

But fellow clubmembers Dave and Kim Jones didn't face any shortage of wind. "We made it from San Diego in six days aboard our Island Packet 38 *Andante*. What a surf'n safari; we rocked 'n rolled most of the way down in 25 to 30-knot winds and 10-15 foot seas!"

Also having rough trips were arrivals #50 and #51. George Snyder of the Columbia 26 *Runaway* of Seattle reported gale force winds from Ensenada to Turtle Bay. Ralph Arnold's Geisha, an Alberg 35 from Olympia, had some bad weather also. "Don't sail when we do, you'll get beat," he advises.



Various cruisers contributed to the Thanksgiving entertainment at 'The One That Got Away'.

The weather wasn't the only thing that caught some people by surprise. Jack and Sandy Mooney aboard the Challenger 32 *Utopia* were startled to arrive in Cabo — "it's fantastic!" — and discover they weren't the only other Palo Alto YC members cruising manañaland

this winter. In addition to the already-mentioned *Astraea*, Palo Alto YC members David and Beth Towle sailed down aboard their Catalina 42 *Pinnacles*. "Untried, Un-Thaid, Un-tied," read their cryptic note. "It gets better every day."

While most folks had decent trips, there was terrible deprivation aboard *Ivory Goose*, Cornelius 'Cookie Monster' Hayes' Freedom 44 from Sausalito. "We had no Tabasco, white sugar or blender for margaritas," was the complaint. As it was, they just missed Eric Thuesen's Holland 41 *Tabasco* from Seattle by a couple of days.

The Small Boat of the Month award goes to Spokane's John Erickson, who arrived in Cabo aboard *E Ticket*, a Bahama 25. Erickson's a braver man than we.

Other small boats include the abovementioned Columbia 26 and the Ranger 26 *Mischief* from Santa Cruz, which was sailed down by Bob Olexio and Tina Schwendemann. "All the way to Cabo in a leakin' boat," they laugh, "where, oh where, is that shaker of salt?" Sacramento's Ralph Ellison, who along with Anabel Fleury and Gordon Spaulding, sailed down in the Ericson 27 *Sandpiper* was another of the minimalist cruisers.

As for the youngest crewmember, we'd wage that honor would belong to little 10-month-old Zachary Etheridge, who sailed down on the Valiant 40 *Bravo* with the help of parents Richard and Thea of Stockton. That brings back pleasant memories for the Wanderer, whose daughter Laurena learned to walk 11 years ago at the old police station just up the street from the Broken Surfboard Tacqueria.

Just about everybody reports they were happy to be in Cabo and the warmth of Mexico. But none seemed so happy as those from the frigid Pacific Northwest. "It's snowing and freezing in Seattle now — is there anyplace better to be than here?" wondered Don and Kaye Lofgren of *Walkabout*, a Seattle-based Norseman 44 head for New Zealand.

"It's hot — and there's no rain!" That's what Gary and Susan Stephens of the Traveller 32 *Niord* want in rub in the faces of "all the boys and girls back on Bainbridge Island".

All kinds of cruisers have been arriving in Cabo. For the majority, it's their first cruise. Others have been at it before. Jeff and Dawn Stone of the Sausalito-based Camper-Nicholson 39 *Dawn* have already done Hawaii and parts of the South Pacific. Ted Gimble of the Bay Area has already sailed his Dufour 27 *Take It Easy* from San Francisco to Maine, and is now on his last leg home.

As for John Sewall, skipper of the Mickelson/Force 50 *Serenity*, it's his eighth trip to Mexico. But all these folks have a ways to go before



# It's Hot!

## cruiser's rally

they approach Geves and Jane Kenny of the San Diego-based *Resolve*. Number 12 on this year's *Hot Rally* list, this is their 22nd year cruising Mexico! So you have to believe them when they say, "We love it."

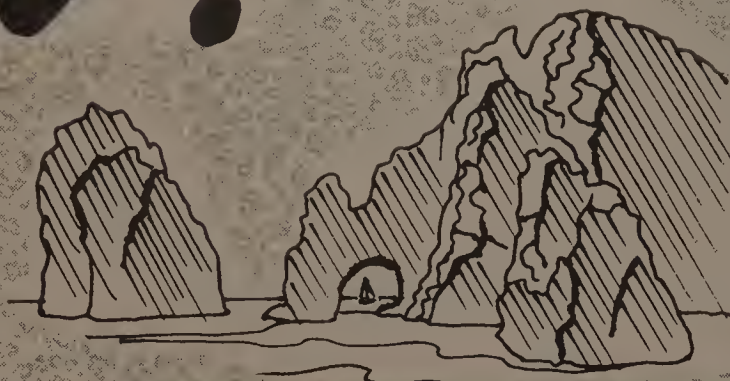
The majority of this month's group only have a season to spend in Mexico, but others are planning on continuing on to either the South Pacific or the Caribbean. As many as one in ten, however, say they're starting circumnavigations. They include: *Demelza*, Hugh Richard's Vancouver 32 from Victoria; *Spirit Wind*, Earl Lehmann's Bruce Robert's design from Vancouver; *Murgonella*, David and Annie Stephens Cape George 36 from Seattle; *Tabasco*, Eric Thuesen's Holland 41 from Seattle; *Skywave*, Thomas Hamilton's Abeking & Rasmussen 57 from Seattle; and the most unusual of all, *Kalakala*, William and Janet Cribb's Ingrid 38 from Seattle — which if we understand correctly — is sailing in company around the world with *Outrageous*, another Ingrid from Seattle, with their daughter Janet aboard.

Curious, isn't it, the overwhelming number of sailors from the Pacific Northwest — Seattle in particular — who are planning on sailing as far and as long away from home as they can.

When you ask cruisers why they took off, you get all kinds of vague responses. But leave it to Lou and Cookie Kennedy of the Morgan Out-Island 41 *Red Witch* to tell it like it is: "The children wouldn't leave home — so we did!"

On that note, here are the Ralliers through mid-December, the 'Early Thirty' having appeared in last month's *Changes*:

- 31) *Poco Loco* / 42' trawler / Jim Davis / Dallas.
- 32) *Utopia* / Challenger 32 / Jack & Sandy Mooney / Sausalito.
- 33) *Sanpiper* / Ericson 27 / Ralph Ellison / Sacramento.
- 34) *Ber Kat* / 60' Custom Cat / Bernie Kobliha / Portland, OR.
- 35) *Independence* / Jeanneau 41 / Bob Ronevicz / San Francisco.
- 36) *Bliss* / Fuji 35 / Ed Schoon / Sausalito.
- 37) *Mendocino Queen* / Downeast 38 / Allen Barry / San Francisco.
- 38) *Denali* / Ohlson 38 / Jim Howard / Savannah, GA.
- 39) *Serenity* / Michelson 51 / John Sewall / San Diego.
- 40) *Ithauu* / Ketou 51 / Don Bill / San Francisco.
- 41) *Belle Louise* / HC 38 / Phil Kaltenbach / Las Cruces, NM.
- 42) *Onrust* / Spencer 35 / Billingsly & Good / Seattle.
- 43) *Sea Angel* / Angel 65 / Les Holmes / Coos Bay, OR.
- 44) *Demelza* / Vancouver 32 / Hugh Richards / Victoria, BC.
- 45) *Kalakala* / Ingrid 38 / William & Janet Cribb / Seattle.
- 46) *Outrageous* / Ingrid 38 / Tricia Williford / Seattle.
- 47) *Aquila* / Irwin 41 / Godron Spaulding / Molokai, HI.
- 48) *Tern* / Rusler 31 / Donald Perry / Emeryville.
- 49) *Ironhart I* / Gazelle / Colleen Woodall / Nanaimo, BC.



Tom Carlson and Janeel Eddie of 'White Star' show off this year's 'Some Like It Hot' T-shirts.

- 50) *Runaway* / Columbia 26 / George Snyder / Long Beach.
- 51) *Geisha* / Alberg 35 / Ralph Arnold / Olympia, WA.
- 52) *Mischief* / Ranger 26 / Bob Olexio / Santa Cruz.
- 53) *Ocean Gypsy* / Columbia 43 / Patsy Fischer / Portland, OR.
- 54) *Offshore* / Cheoy Lee 30 / Wandel Lorranzo / Seattle.
- 55) *Andante* / Island Packet 38 / Dave & Kim Jones / San Francisco.
- 56) *Prologue* / HC 43 / Bill & Georgette Doyle / Philadelphia.
- 57) *Toucan* / Panda 40 / Tom & Joan Sauer / Seattle.
- 58) *Walkabout* / Norseman 44 / Don & Kaye Lofgren / Seattle.
- 59) *Joy Ride* / Cal 39 / Jerry & Sue Matthews / Alameda.
- 60) *Niord* / Traveller 32 / Gary & Susan Stephens / Seattle.
- 61) *Spirit Wind* / 'Roberts' / Earl Lehmann / Vancouver, BC.
- 62) *Harrier* / Finn Flyer 31 / Ken Roper / San Diego.
- 63) *Mustang Sally* / Cross tri / B. Underwood / Vashon Island, WA.
- 64) *Pinnacles* / Catalina 42 / David & Beth Towle / San Francisco.
- 65) *Just Being* / Cabo Rico / Stephen Salisbury / San Diego.
- 66) *Avanti* / Newport / Michael Latham / San Diego.
- 67) *Astraea* / Cheoy Lee 41 / Ingrid Angelini / San Francisco.
- 68) *Starship* / Gulfstar 50 / David & Nan Erb / Los Angeles.
- 69) *Shearwater* / Trintella / R. Neil Ablitt / Santa Barbara.
- 70) *Murgonella* / Cape George 36 / David Stephens / Seattle.
- 71) *Pegasus* / Sportfish 78 / Chris Barnett / San Diego.
- 72) *Blue Bird II* / Robert 45 / Dennis Turgeon / Avalon.
- 73) *Ventana* / Tashiba 40 / William & Donna Walden / Carmel.
- 74) *Bubba Lu* / Union 36 / Steve & Judi Ferguson / Houston.
- 75) *Joanie D.* / Whitby 42 / Jack & Joan Danielewicz / Victoria.
- 76) *Jade* / Coronado 35 / Jerry Adams / Morro Bay.
- 77) *Intuition* / Cheoy Lee 35 / Eric & Susan Marking / SF.
- 78) *Bravo* / Valiant 40 / Richard & Thea Etheridge / Stockton.
- 79) *Tabasco* / Holland 41 / Eric Thuesen / Seattle.
- 80) *Sky Wave* / Rhodes 57 / Thomas Hamilton / Seattle.
- 81) *Gery Max* / Lord Nelson 35 / Steve Bondelid / Seattle.



# Some Like it Hot!

- 82) **Ruthann** / Rafiki 37 / Jack & Ruthann Townsend / SF.
- 83) **Rafiki** / Fortune 30 / Cal & Val Nixon / calgary, Alberta.
- 84) **Pampero** / K-43 / Robert Nelson / Gig Harbor, WA.
- 85) **Sassona** / Truant Triad 37 / Don Ginter / Nanaimo, BC.
- 86) **Walhachin** / Olympic 47 / Derek & Jan Denny / Victoria, BC.
- 87) **Rocinante** / Passport 40 / L. Drew Matlow / San Francisco.
- 88) **Nai'a** / HC 43 / Robert Beltrano / Alameda.
- 89) **Nautical Dreamer** / Ericson 35 / Paul Terdal / Portland, OR.
- 90) **Willow Wind** / Cal 40 / Wendy Siegal / Seattle.
- 91) **Astreaa** / Westsail 43 / Brian & Roberta Renner / Seattle.
- 92) **Grace** / Dreadnaught 32 / Lina & Patrick Culp / Juneau, AK.
- 93) **Ivory Goose** / Freedom 44 / Lansing Hayes / Sausalito.
- 94) **Teal** / 47' steel / Jim Quessenberry / Port Vila, Vanuatu.
- 95) **Andale II** / Ericson 38 / Kirt Stevens / San Diego.
- 96) **Xanadu** / Niagra 35 / John Martin / Genoa Bay, BC.
- 97) **Freedom's Hope** / 48' steel / Gary Garrett / Newport Beach.
- 98) **Eau Naterel** / Brewer 40 / Soroka Family / Campbell River, BC.
- 99) **Breta** / Columbia 34 / 'Lonely Roy' / Brisbane.
- 100) **La Mouette** / CT-41 / Chuck & Gigi Taylor / SF.
- 101) **Passport** / Pearson 323 / Albert & Birgit Eisner / Monterey.
- 102) **Synergy** / Westsail 43 / Dick Williamson / Los Angeles.
- 103) **Fishead** / Chris White cat / Ron Bir / Long Beach.
- 104) **'E' Ticket** / Bahama 25 / John Erickson / Spokane, Wa.
- 105) **Comrade** / Lancer 44 motorsailer / Bob Bertrand / San Diego.
- 106) **Lyric** / 25' woody / Steve & Sandra Dowdney / Seattle.
- 107) **Tres Locos** / Halberg Rassy 41 / The Haddoxes / Bellingham.
- 108) **Stargazer** / Catalina 30 / Gary & Shirlee Sasonbery / SF.
- 109) **Felicia** / Bristol 29.9 / Carlos & Maryke Valencia / SF.



*Derrick and Pam, your Hot Rally hosts at The One That Got Away.*

- 110) **Gee Whiz** / Nor West / Dick & Pat Gee / SF.
- 111) **Friendship** / Truant 370 / Gary dalman / SF.
- 112) **Melissa** / Spindrift 43 / Jay & Sue Maxwell / Seattle.
- 113) **Rendezvous** / Ericson 41 / Tim Anderson / Moss Landing.
- 114) **Red Witch** / Morg. OI-41 / Lou & Cookie Kennedy / unknown.
- 115) **Shadow Fax** / Formosa 46 / Charles Morhead / Seattle.
- 116) **Delphis** / Cal 39 / Jerry & Betty Cullen / Long Beach.
- 117) **Native Dancer** / NorWest 33 / Ray Hutchinson / SF.
- 118) **Lady Dashne** / Islander 34 / Mark & Lance Dashner / unknown.
- 119) **Sierra Magic** / Valiant 32 / Joseph Potter / Alameda.
- 120) **Take It Easy** / Dufour 27 / Ted Gimble / SF.
- 121) **Dawn** / Camper Nicholson 39 / Jeff & Dawn Stone / Sausalito.

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## Winter Leaving You

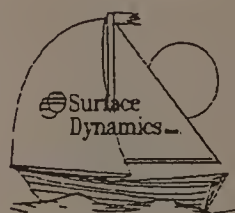
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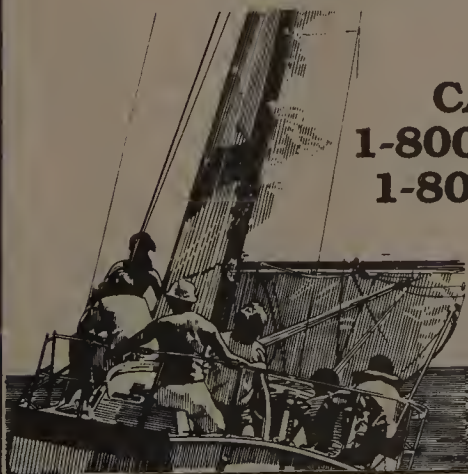
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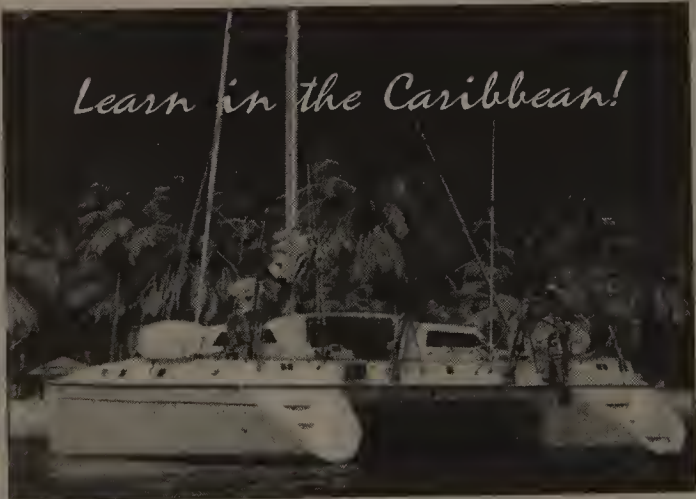
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# 1994 SPRING CREW LIST

In our experience, you might as well promise to grow hair on your tongue as make most new year's resolutions. We think this is so because so many resolutions people make are designed to remove things from their lives: eat less, don't drink as much, watch less TV, etc., etc.

It's our opinion that a resolution must *add* something to your life to have any hope whatsoever of surviving past New Year's morning. And since you brought it up, might we suggest the world's best known, most effective and longest lasting resolution: go sailing more.

Think about it. Not only is sailing fun, but it automatically takes care of a multitude of lesser 'reso's: getting outdoors, relaxing more, lowering the stress in your life, getting more exercise, doing more family activities . . . the list goes on and on.

To help you in this new direction in your life, we humbly offer the 1994 Racing, Cruising, Daysailing, Boat Swapping and Co-Chartering Crew List. If you can't find the type of sailing you want to do here, you're in need of a professional resolutionist.



Clark Kent made a new year's resolution to start sailing and the next thing you know, he was leaping tall buildings in a single bound.

In a way, the original Crew List actually was itself a resolution of sorts. About a dozen years ago, when fall was approaching and the usual mad scramble was on among Mexico bounders to find either crew or boats, we thought, "There's got to be a better way." While there's nothing wrong with the methods employed back then —

## I AM/WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

BOAT TYPE/SIZE \_\_\_\_\_

### I/WE PLAN TO RACE:

(check as many as apply)

- |                              |   |
|------------------------------|---|
| 1) _____ San Francisco Bay   | a) _____ Handicap                                   |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design                                 |
| 3) _____ Ocean Series        | c) _____ YRA Season                                 |
| 4) _____ 1994 Pacific Cup    | d) _____ Specialty Events and/<br>or occasional YRA |
| 5) _____ Coastal Races       | e) _____ Beer Cans                                  |
| 6) _____ Mexico Race(s)      | f) _____ Anything & everything                      |
| 7) Other _____               |   |

### I/WE WANT CREW:

- 1) \_\_\_\_\_ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) \_\_\_\_\_ With at least one full season of racing experience
- 3) \_\_\_\_\_ With more than three years experience

### I/WE RACE:

- 1) \_\_\_\_\_ Casually. Winning is nice, but let's keep it fun.
- 2) \_\_\_\_\_ Pretty seriously. Why else make the effort?
- 3) \_\_\_\_\_ Very seriously. I/we don't like to lose.

Mail completed form to and \$1 to: Racing Crew List, Box  
1678, Sausalito, CA 94966 by FEBRUARY 15, 1994.

hanging out at waterfront bars, tacking notices up in chandleries, running ads in magazines and women walking the docks naked (oh, how we sometimes pine for the good old days. . .), we hit on idea that would streamline the process: have people fill out forms detailing the type of sailing they want to do, their experience and so on. Then we publish their names — both those looking for boats upon which to crew, and those looking for people to sail aboard their boats.

People liked the idea, so we expanded it to two Crew Lists a year, the one for Mexico in the fall, and in the spring, this big one. (Well, we know it's not exactly spring yet, but we have to get going now for the lists to appear in March and April.)

But that's enough horn-tooting. Let's get this baby rolling.

All you have to do to take part in the Spring Crew List is fill out one or more of the appropriate forms and send it/them in to us with the correct amount of *dinero* by the appropriate deadline. Both the advertising fee and deadline are noted at the bottom of each form. One form per person, please, unless you apply as a couple, in which case you can use just one. If you need more, just make copies. We're not picky.

What happens on this end is that we'll collate the forms into categories for Cruising, Racing, etc., thence further into 'Looking For



# SOMETHING FOR EVERYBODY

## HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM/ WE ARE:

- 1) \_\_\_\_\_ Single to take singles out
- 2) \_\_\_\_\_ Couple to take couples out
- 3) \_\_\_\_\_ Singles, couples or small groups okay, but leave  
any kids home
- 4) \_\_\_\_\_ Kids okay as long as you can control them

Mail completed forms and \$1 to: Daysailing Crew List,  
Box 1678, Sausalito, CA 94966 by MARCH 15, 1994.

## WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I AM/ WE ARE:

(check as many as apply)

- 1) \_\_\_\_\_ Single
- 2) \_\_\_\_\_ Couple
- 3) A group of \_\_\_\_\_ (state number) friends interested in sailing
- 4) \_\_\_\_\_ Would like to bring kids
- 5) \_\_\_\_\_ Going sailing to escape the kids

Mail completed forms and \$1 to: Daysailing Crew List,  
Box 1678, Sausalito, CA 94966 by MARCH 15, 1994.

## I/WE WANT TO CREW ON A RACING BOAT

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### I/WE WANT TO RACE:

(check as many as apply)

- 1) \_\_\_\_\_ San Francisco Bay
- 2) \_\_\_\_\_ Monterey/Santa Cruz
- 3) \_\_\_\_\_ Ocean Races
- 4) \_\_\_\_\_ 1994 Pacific Cup
- 5) \_\_\_\_\_ Coastal Race (July)
- 6) \_\_\_\_\_ to Mexico (November)

### I/WE PREFER:

- 1) \_\_\_\_\_ Boats under 30 feet
- 2) \_\_\_\_\_ Boats over 30 feet
- 3) \_\_\_\_\_ Specific class or design \_\_\_\_\_
- 4) \_\_\_\_\_ Dinghies
- 5) \_\_\_\_\_ Multihulls

### MY/OUR EXPERIENCE IS:

(Check at least one from each column)

- 1) \_\_\_\_\_ None
- 2) \_\_\_\_\_ A Little
- 3) \_\_\_\_\_ Moderate
- 4) \_\_\_\_\_ Mucho
- a) \_\_\_\_\_ Less than one full season
- b) \_\_\_\_\_ Little or no racing, but lots of  
cruising and/or daysailing
- c) \_\_\_\_\_ I have out-of-area racing ex-  
perience, but am unfamiliar  
with local conditions
- d) \_\_\_\_\_ One or two full local seasons
- e) \_\_\_\_\_ One or two long-distance  
ocean races
- f) \_\_\_\_\_ Years of Bay and ocean racing

### I/WE WILL:

(check as many as apply)

- 1) \_\_\_\_\_ Help with the bottom, do maintenance — anything!
- 2) \_\_\_\_\_ Play boat administrator, go-fer
- 3) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea
- 4) \_\_\_\_\_ Navigate, I've got lots of experience
- 5) \_\_\_\_\_ Do foredeck, I've got lots of experience
- 6) \_\_\_\_\_ Do grinding, I've got muscle

Mail completed form and \$5 to: Racing Crew List, Box  
1678, Sausalito, CA 94966 by FEBRUARY 15, 1994.

Crew' and 'Want To Crew', and finally into columns for Men, Women and Couples. Included in each entry will be a bit about the person's (or couple's) skills and experience, and a contact number.

The idea is, when the Lists come out later on this spring, you let your fingers do the walking: just go to the appropriate column, mark off the people that sound most suitable for the situation you're looking for, and start making phone calls. If you're listed, they'll be calling you, too. One way or the other, you'll get to do the kind of sailing you want this coming summer.

There will, as always be two crew lists that result from this activity, thus the differing deadlines on some of the forms. The **Racing Crew List** will appear in the March issue. That's because for most racers, organizing the season starts well before the first gun of summer goes off. By running the Racing Crew List in March, crews can be pretty much ready — well, at least *together* — in time for the start of next season.



# 1994 SPRING CREW LIST

## I/WE WANT TO BOAT SWAP

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT FROM PHONE: \_\_\_\_\_

### WHERE AND WHEN:

My/Our boat is a \_\_\_\_\_

I/we would like to swap boats with the owner of a similar vessel in the \_\_\_\_\_ area.

I/we would like to cruise this area for about \_\_\_\_\_ weeks in the month of \_\_\_\_\_, 1994.

Mail completed form and \$1 to: Boat-Swapping Crew List,  
Box 1678, Sausalito, CA 94966 by MARCH 15, 1994.

With less 'time value', the Crew List for Cruisers, Daysailors, Co-Charterers and Boat-Swappers will appear in the April issue.

Naturally, there are no guarantees that you're going to find the boat/crew/skipper/situation of your dreams. We're also not going to sit here and tell you that there are absolutely no risks involved in going sailing with people you have known only a short time. The fact

*Lack of experience narrows  
the chances that Dennis Conner  
will ask you to call tactics on the next  
America's Cup.*

is, you risk life and limb *anytime* you go sailing, but those risks can be minimized with a knowledgeable crew, a good boat and a healthy dose of common sense.

For the record, we have to say that the *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

As ominous as that sounds, the fact is that 99% of the input we've received from people who have used the Crew List over the years has been good. And a fair percentage of it has been fabulous. Through using the List, people have raced to season championships, cruised

## I/WE WANT TO CREW ON A CRUISING BOAT

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### SAILING EXPERIENCE:

- 1) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) \_\_\_\_\_ Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering
- 3) \_\_\_\_\_ Moderate. Several years active crewing on the Bay or at least one long coastal or trans-ocean trip
- 4) \_\_\_\_\_ Lots. Several long ocean passages

### I/WE WANT TO CRUISE: (check as many as apply)

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and Delta            | 7) _____ Caribbean              |
| 2) _____ Monterey Bay                | 8) _____ Mediterranean          |
| 3) _____ Southern California         | 9) _____ Anywhere warm          |
| 4) _____ Mexico this fall/winter     | 10) Other destination(s): _____ |
| 5) _____ Hawaii and South Pacific    |                                 |
| 6) _____ Pacific Northwest or Alaska |                                 |

### I/WE CAN OFFER:

(check as many as apply)

- 1) \_\_\_\_\_ At least a month of shared expenses
- 2) \_\_\_\_\_ Mechanical skills: engine, electronics, refrigeration
- 3) \_\_\_\_\_ Elbow grease for bottom work, varnishing and other upkeep
- 4) \_\_\_\_\_ Cooking and cleaning skills
- 5) \_\_\_\_\_ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): \_\_\_\_\_
- 6) \_\_\_\_\_ Ornamental skills — I look good in a bikini
- 7) \_\_\_\_\_ Mental skills. I may not look like a playmate, but I don't think like one, either.
- 8) \_\_\_\_\_ Other skill(s): \_\_\_\_\_

Mail completed form and \$5 to: Cruising Crew List, Box 1678,  
Sausalito, CA 94966 by MARCH 15, 1994.

all over the world, enjoyed wonderful charters with others of similar interests — even found life mates! At last count, some half-dozen marriages have resulted from participation in the Crew List.

A side benefit almost as good as securing a wife or husband is the by now galactically-famous *Latitude 38* Crew List Party. This shindig, which we try to hold at a different yacht club every year (date and place TBA), serves a number of functions: First and foremost, it's a great neutral ground for crew and skippers to meet for the first time. It's a great place to shop for the crew or boat you might not yet have



# SOMETHING FOR EVERYBODY

## I/WE WANT TO CO-CHARTER

NAME(S): \_\_\_\_\_

AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

I/we want to co-charter for \_\_\_\_\_ weeks in the (spring, summer, fall, winter) \_\_\_\_\_ of 1994.

### SAILING EXPERIENCE:

(Check one from each column)

- |  |   |
|--|---|
| 1) _____ Little or none  | a) _____ I'd like co-charterer to skipper and give me direction     |
| 2) _____ Moderate. I sail regularly and have chartered before.                             | b) _____ Prefer co-charterer of at least equal proficiency          |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

### I/WE PREFER TO CO-CHARTER:

- 1) \_\_\_\_\_ Bareboats (we sail)
- 2) \_\_\_\_\_ Crewed (professional skipper and/or crew)
- 3) \_\_\_\_\_ With other couples
- 4) \_\_\_\_\_ With other singles
- 5) \_\_\_\_\_ A smaller (30 to 40 feet) boat with one or two other people
- 6) \_\_\_\_\_ A medium (40 to 50 feet) boat with four to six other people
- 7) \_\_\_\_\_ A large (60 feet or more) boat, the more co-charterers the merrier

### I/WE WANT TO CHARTER IN:

- |                              |                            |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay   | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean         |
| 3) _____ Southern California | 8) _____ Mediterranean     |
| 4) _____ Mexico              | 9) Other _____             |
| 5) _____ Hawaii              |                            |

Mail completed form and \$1 to Co-Charterer Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1994.

## I AM/WE ARE LOOKING FOR CRUISING CREW

NAME(S): \_\_\_\_\_

AGE(S) \_\_\_\_\_ SEX: \_\_\_\_\_ PHONE: (\_\_\_\_) \_\_\_\_\_

CONTACT IF DIFFERENT THAN PHONE: \_\_\_\_\_

### WHERE AND WHEN:

MY/OUR BOAT IS A: \_\_\_\_\_

I/WE PLAN TO SAIL TO: \_\_\_\_\_

ON OR ABOUT (DATE): \_\_\_\_\_

### MY/OUR IDEAL CREW WILL:

(Check and/or circle as many as apply)

- 1) \_\_\_\_\_ Be willing to share basic expenses such as food and fuel
- 2) \_\_\_\_\_ Be willing to bust butt preparing the boat
- 3) \_\_\_\_\_ a) Have more desire than experience; b) have lots of ocean experience
- 4) \_\_\_\_\_ Know offshore navigation, really know it
- 5) \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.
- 6) \_\_\_\_\_ Have language skills: a) Spanish, b) Other: \_\_\_\_\_
- 7) \_\_\_\_\_ Other skills (woodworking, scuba, etc.) \_\_\_\_\_
- 8) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming
- 9) \_\_\_\_\_ Look good in a bikini
- 10) \_\_\_\_\_ Think Michael Jackson is innocent

Mail completed form and \$1 to: Cruising Crew List, Box 1678, Sausalito, CA 94966 by MARCH 15, 1994.

found. It's a nice venue for just talking boats with a bunch of like-minded people. Finally, it's a great place to blow off that resolution to 'drink less'. All participants whose names appear on the Crew List get into the party free. Everyone else pays \$5 at the door.

**T**hat's about it, and we hope 'it' sounds good. Still have questions? Perhaps you'll find answers in our time-tested helpful hints.

• **Honesty** — First and foremost, ever and always, now and forever: Be Honest! You're scared that limited experience will afford you limited opportunities, you say? While it probably does narrow the chances that Dennis Conner is going to be calling you to call tactics at the next America's Cup, the fact is, lack of experience is *not* a disadvantage in the Crew List. In any group you care to name, racers, cruisers, co-charters — a skipper will many times *prefer* at least one or two people on the crew who have little or no experience. Sometimes this is because the skipper is magnanimous. Sometimes



# 1994 SPRING CREW LIST

it's for a more practical reason: He can teach them to do things his way. At any rate, don't inflate or 'make up' skills you don't have.

• *Be realistic about the time commitment* — Sailing takes time.

*If you can't find the  
type of sailing you want to do here,  
you're in need  
of a professional.*

Even a simple daysail can eat up a whole day before you know it (the 'time flies when you're having fun' principle in action). Cruising and chartering are obviously 24-hour-a-day deals, but perhaps the most time-intensive type of sailing you can do is racing. Races start at specific times, and you usually need to show up at the boat well before then to get it ready. For many race boats, crew duties also include practice days and off-the-water activity such as helping during the haulout and regular boat maintenance.

• *Women Crew Listees* — We hate to sound like nags, but for the millionth time, please don't use the Crew List as a dating service. Now, in regard to those who will anyway, we hereby warn women that they may have to handle more lines than the ones in a boat's rope locker. (Perhaps we should add 'libido enhancement' to sailing's list of positive attributes.) One excellent way to detour some of this is

for women to use first names only and *not* to use a home phone number as a contact. Instead, use a P.O. Box, answering service, Fax number or other way to 'pre-screen' the men who call. Because if you are a woman, you *will* get calls.

• *Deadlines are important!* — If you take part in the Crew List, you become part of the publishing process. In essence, you 'work' for *Latitude* for a month. As such you should know that of the few sacred cows we have around here, deadlines are right at the top. In order to process this stuff, we have to have it in our gnarled little talons no later than **February 15** for you racers and **March 15** for the rest of you Crew Listers. Note that we didn't say 'postmarked by'. It means *here*. Don't forget also that each completed form must be accompanied by the appropriate advertising fee of \$1 or \$5 — the correct fee is on the bottom of each form. This is also something you're going to have to take it upon yourselves to see to completion. We no longer make calls to people to gently remind them that they 'forgot' to include their fees. We just return your form.

So how about it. Are you men and women of resolve? Is this the first year of the rest of your lives? Will you keep "hanging on in quiet desperation" or, with a few strokes of a pen, make a New Year's resolution that leaves you thrilled, chilled and fulfilled for a lifetime? The ball, as they say, is in your court.

— *latitude/jr*

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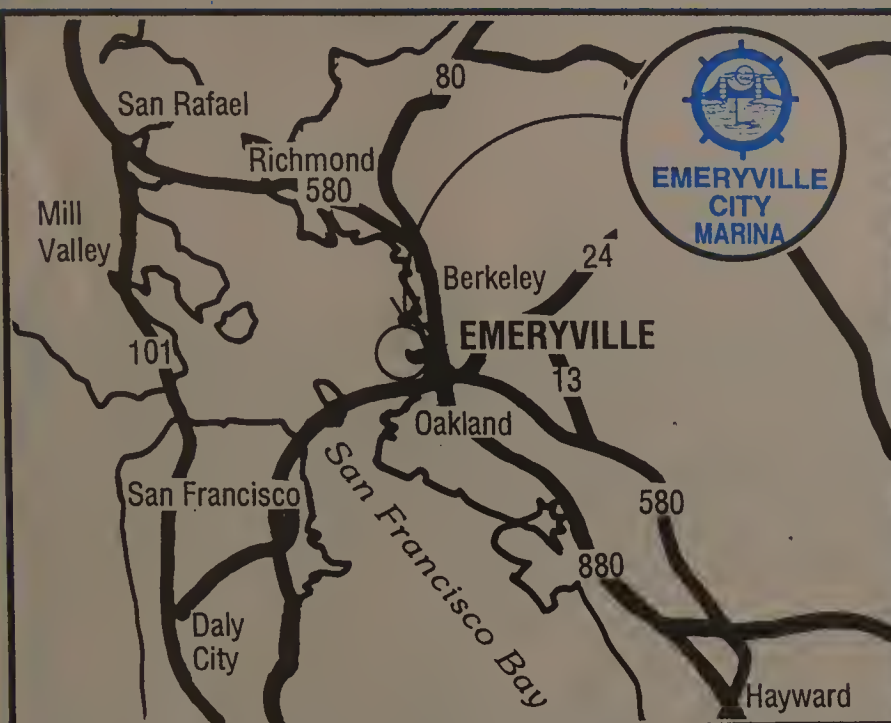
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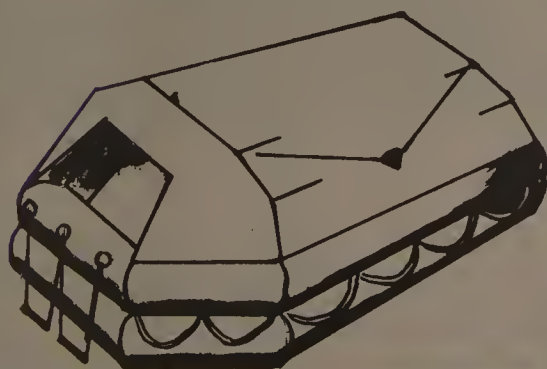
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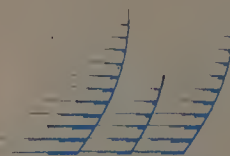
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# WHITBREAD RACE, LEG TWO:

In last month's *Racing Sheet* update on the Whitbread Race, we noted that, "As opposed to the beginning of Leg One, the start and the first two weeks of Leg Two have been relatively uneventful." Almost before the ink dried on that statement, the s--t began hitting the fan in the Southern Ocean, with records and boats breaking at an alarming rate. Things suddenly got interesting, to say the least.

In the dramatic third week of the leg, during which time it blew 30-40 knots and gusted much higher, the following events occurred: On November 28, Grant Dalton's Leg One winner *New Zealand Endeavour* lost the top 28 feet of her 90-foot mizzen mast, essentially knocking the maxi out of contention for line honors. On November 30, the W-60 *Dolphin & Youth* began having problems with her transom-hung rudder; it fell off the next day. On December 1, the eventual leg winner, Lawrie Smith's W-60 *Intrum Justitia*, set a new monohull world record of 425 miles in 24 hours, averaging an incredible 17.7 knots! (Smith thinks the powerful W-60s could push that record even higher, perhaps up to 460 or 470 miles.)

Then, on December 3, everyone's worst nightmare began, as the Italian W-60 *Brooksfield* set off her EPIRB and was missing for the next 18 hours. Everyone feared the worst, but she was soon discovered safe, though not sound, by the French maxi *La Poste*. The American W-60 *Winston*, minus Dennis Conner and its bow pulpit (it had somehow been ripped off



Lawrie Smith.



JEAN-LUC COURMELEN

Italians. Too generous, according to the other competitors — but we'll come back to that a bit later.

Rising above the mayhem was Englishman Lawrie Smith and his new steed, the Farr-designed W-60 *Intrum Justitia*. They blazed into Fremantle in just 25 days, 16 hours, smashing *Steinlager II*'s '89-'90 record by one and a half days. It was a delicious reversal of fortune for Smith, who had previously captained the jinxed maxi *Fortuna*, which lost both masts and her sponsor less than a week into Leg One. After that fiasco, lesser men might have taken a long vacation or looked for another sport, but Smith jumped at the opportunity of

*'La Poste' was awarded almost three days of redress, to the outrage of many, for going to the help of 'Brooksfield'.*

replacing Roger Nilson, who had knee problems, as skipper of *Justitia*. Smith surely savored the moment as he pulled into Fremantle two hours ahead of Chris Dickson's *Tokio*, which is still leading the W-60 class overall by a comfortable margin.

"We beat them (Tokio), we can beat them again and once they get used to it, they might even give in," claimed Smith. "We've got more skill on board, and our boat is as good as the rest of them." Smith credited his navigator, Marcel van Triest, with the winning call — as they left Prince Edward

earlier when the foreguy shackle failed) also joined the search, and each boat was later given generous redress for assisting the



# GREATEST HITS OF THE '60s

Island to starboard, the only mark of the 7,558-mile course from Punta Del Este to Fremantle, *Tokio* was only two miles back and gaining due to *Justitia's* depleted sail inventory. Triest called for the boat to dive south to escape Dickson, despite heading off on an unfavorable jibe. "Lawrie groaned about it all night," joked van Triest. "In the end, we gained 100 miles."

Smith's account of Leg Two, much of it sailed in cold and wet conditions, makes us question the sanity of the endeavor: "We were sailing in 40 knots of wind with the spinnaker up at a regular rate of 17 knots," he said. "There were growlers on either side, and we could see lumps of ice no more than 50 feet away. That was in daylight — we couldn't see anything at night." To pass the time, Smith sent faxes to Gordon Maguire, a former *Rothmans* shipmate now aboard *Winston*, describing the joys of having an on-board heater. *Winston*, Smith knew, didn't have one, but no doubt wished they did as the temperature hovered near freezing.

*Justitia's* plump lead dissolved on the final, lighter air approach into Fremantle. Dickson, whose great comeback at the end of the leg fell short, was unfazed by Smith's victory — *Tokio* had started the leg with a 10 hour lead over *Galicia 93 Pescanova* and 16 hours over *Intrum Justitia*. Because *Galicia* 'dogged it' this leg, coming in sixth due to severe delamination in her bow section, *Tokio* is now 14 hours ahead of the next boat, *Justitia* — actually a net 4 hour gain over the second place boat. The 60s probably won't be able to overcome that lead unless *Tokio* suffers a breakdown, always a

leg. But maybe that wasn't such a bad thing, for as Field claimed, "Parts of the race bordered on madness — we had to pull back or we would have self-destructed."

The first maxi, the Farr-designed *Merit Cup*, docked an hour later. "We have a big speed problem," admitted owner Pierre Felhmann. "The boat simply doesn't surf like *UBS* or the old *Merit* did. I think that one half is not the same as the other."

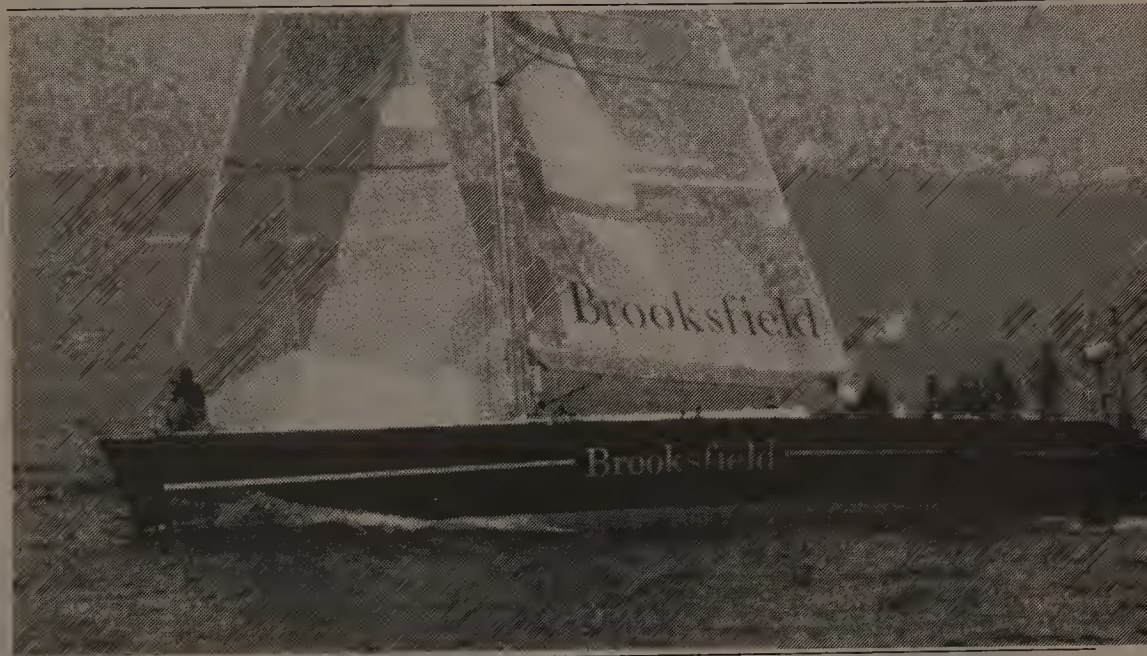
After the top four, the results become less meaningful — the other 10 boats either had

a great leg tactically. . . They won and that's that. I wouldn't dream of taking away from their victory by speculation."

Dalton, however, remains confident that his boat will win the six-legged Whitbread Race overall.

**W**inston showed up next, followed by *La Poste*. Despite pulling out to help *Brooksfield*, these two boat also broke *Steinlager's* record (the top eight boats all did, and they're all now bettering *Steinlager's* two-leg cumulative time of 52:26:20:44). But with the arrival of the two hero boats, things got

**'Brooksfield' was down — way down — but not out after their rudder broke.**



gear problems, or went to the assistance of *Brooksfield*, or were hopelessly mired in the 'B' fleet. *Pescanova* and *Endeavour*, front-runners until their breakdowns, arrived fifth

sticky, if not downright nasty.

When *Brooksfield* switched on their EPIRB, race officials requested that the two nearest boats drop out of the race and head for their position. Both boats dutifully turned back into huge seas and winds up to 50 knots ("The roughest conditions I've ever seen," said *Winston* skipper Brad Butterworth). *La Poste* arrived on the scene first, only 18 hours after the distress signal was activated. Spotting the boat on radar, and then communicating with them by handheld VHF's, *La Poste* skipper Daniel Malle — and the rest of the world — was relieved to learn that *Brooksfield* wasn't sinking, and was planning to continue the race.

Apparently, the fiberglass hull had delaminated around the rudder area, and the vibrations eventually broke the rudder shaft, which in turn allowed the lower bearing to drop out and water to rush in. In what must have been a terrifying several hours, three tons of water entered *Brooksfield's* hull, drowning out all electronics and communications, before the hole was successfully plugged. The crew sealed off the aft watertight bulkhead (one of four on W-60s) and worked in frigid water up to their chests to dispose of the broken rudder and the useless

## WHITBREAD RACE RESULTS, LEG 2

Boat	Type	Skipper/Country	Leg 2	Cumulative
<i>Tokio</i>	Farr 60	Chris Dickson, NZ	25:16:39:36 (3)	50:03:07:57
<i>Endeavour</i>	Farr 84	Grant Dalton, NZ	25:22:57:23 (7)	50:06:16:25
<i>Merit Cup</i>	Farr 84	Pierre Fehlman, Switzerland	25:21:11:34 (5)	50:12:53:13
<i>Winston</i>	Farr 60	D. Conner/B. Butterworth, USA	25:14:40:13* (2)	50:14:29:58
<i>Intrum Justitia</i>	Farr 60	Lawrie Smith, Europe	25:14:39:06 (1)	50:17:19:55
<i>Yamaha</i>	Farr 60	Ross Field, NZ	25:20:27:51 (4)	50:17:58:13
<i>Galicia '93 Pescanova</i>	Farr 60	Javier de la Gandara, Spain	25:22:10:19 (6)	50:18:41:01
<i>La Poste</i>	Farr 84	Daniel Malle, France	26:04:56:39* (8)	51:23:00:07
<i>Brooksfield</i>	B/P 60	Guido Maisto, Italy	30:10:28:50 (11)	56:14:03:59
<i>Women's Challenge</i>	Farr 60	Dawn Riley, USA	30:01:29:42 (10)	57:20:53:27
<i>Hetman Sahaidachny</i>	Farr 60	Eugene Platon, Ukraine	29:19:29:30 (9)	58:02:02:27
<i>Dolphin &amp; Youth Project</i>	Humphreys 60	Matthew Humphries, England	33:19:23:25 (14)	59:22:45:27
<i>Uruguay Natural</i>	Frers 80	Gustavo Vanzini, Uruguay	32:08:25:03 (12)	60:13:08:40
<i>Odessa</i>	Sidenko 60	Anatoly Verba, Ukraine	33:01:55:27 (13)	74:00:27:06

\* Leg time modified by international jury.

possibility in this grueling marathon.

Third into port, six hours after *Justitia* was Ross Field's *Yamaha*, completing an historic Whitbread 60 sweep. The trio of 60s humbled their maxi counterparts despite not being allowed to use masthead kites on this

and sixth respectively. Grant Dalton, whose *Endeavour New Zealand*, is now three hours behind Dickson on cumulative time, showed a lot of class by not commenting on whether they would have won line honors had the mizzen mast not failed: "*Intrum Justitia* sailed



# WHITBREAD RACE, LEG TWO:

steering quadrant, which were flopping around and threatening to bash out the bottom of the hull.

*La Poste* stood by as the wind gusted to 50 knots while *Brooksfeld* wallowed out of control. At daybreak, the Italians attached their transom-hung emergency rudder, hoisted a storm jib and resumed racing, albeit at half speed. "We're very grateful to *La Poste*," commented skipper Guido Maisto. "We were feeling vulnerable and not absolutely sure our repair was strong enough. We still might have had to abandon the boat."

In return for their efforts, an International Jury awarded *La Poste* 2 days, 23 hours of time, which didn't effect her standing in the maxi division, but did bring her much closer on cumulative time. *Winston*, which had been called off the search earlier, received 21 hours, 28 minutes — elevating them into second place for the leg, symbolically, we suppose, just one minute behind *Justitia*. Three of the top W-60s (*Justitia*, *Yamaha* and *Pescanova*) banded together to protest (unsuccessfully so far) the jury's handling of the *Winston* case, claiming the red boat received an unfair weather advantage as a result of their delay.

"It makes a mockery of the race," claimed *Yamaha's* Ross Field, who contends that *Winston* should get six hours less. "We can't let this rest. Six hours is a huge benefit, one which represents the difference between our first and second place boats around the world. The jury took into consideration the unfavorable weather patterns for *La Poste* but they didn't want to take into account the favorable weather for *Winston*."

The complicated issue is currently being appealed, and may not be settled for weeks. Meanwhile, *Brooksfeld* limped into Fremantle to an emotional welcome after 11 days without a real rudder. The Russians on *Hetman Sahaidachny* crossed the line tenth, followed by Dawn Riley's *Women's Challenge*, which had a more harmonious crew situation but was once again plagued by sail problems. Happily, the Dutch brewery Heineken, already involved with providing trophies for the winners of each leg, has signed on as the women's title sponsor. The boat, with a flashy new paint job and much-

needed new sails, will sail the last four legs as *Heineken*.

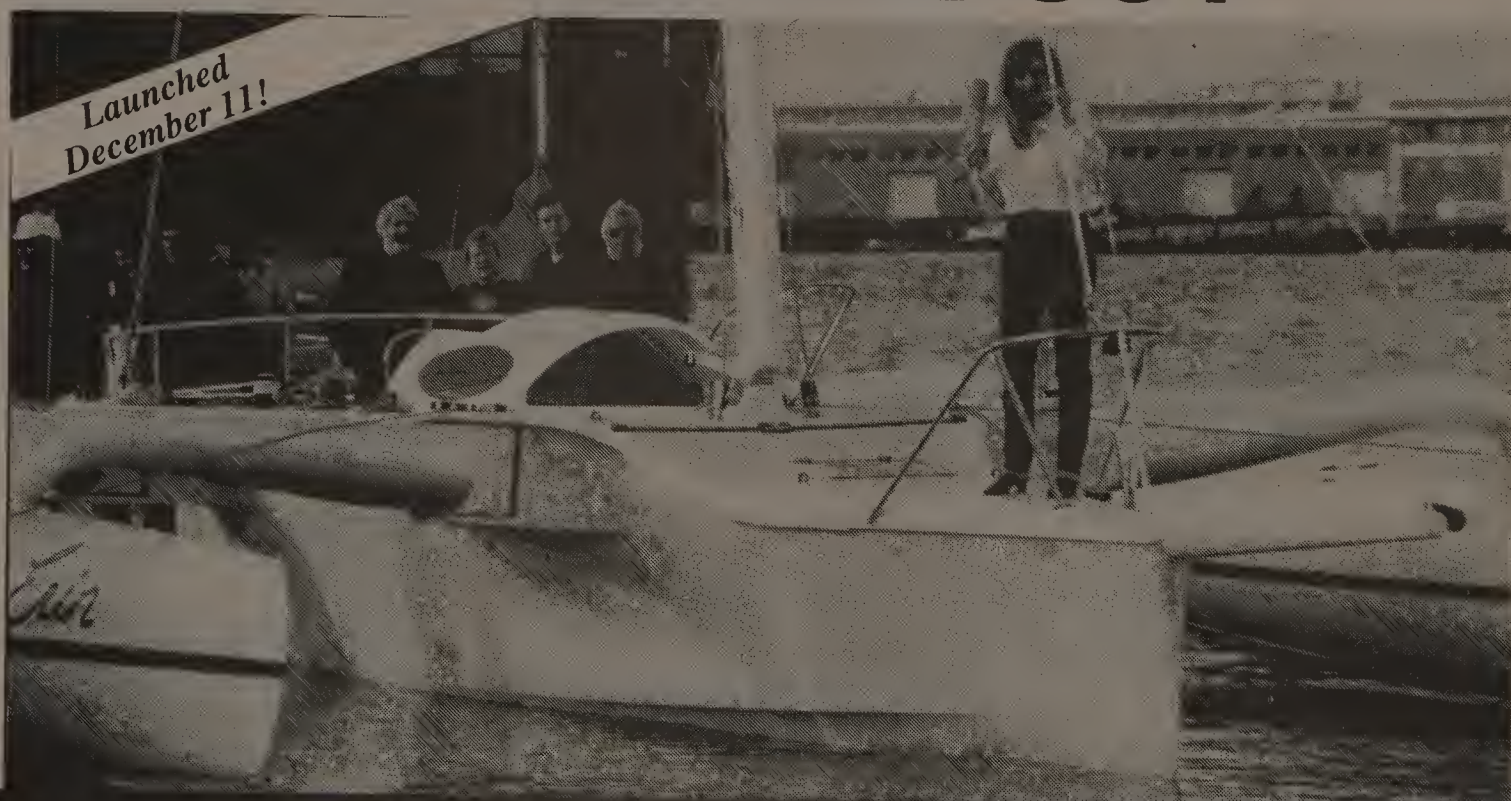
*Uruguay Natural* (ex-Martela), the underfunded Russians on *Odessa* and the wounded *Dolphin & Youth* rounded out the Leg Two standings in that order. The latter had stopped at the remote Kerguelen Islands to repair their broken rudder. The fleet is now enjoying a well-earned three week layover in Fremantle, plenty of time to get the boats and crews back in to top shape after the rigors of the Southern Ocean.

**L**eg Three — a 3,272-mile sprint to Auckland — starts on January 9. Hopefully, the jury will have sorted out the *Winston* debacle by then, though it seems unlikely that they'll reverse their decision. Look for the Kiwis to really pour it on this next leg, their homecoming.

Speaking of things to look for, don't miss the ESPN half-hour coverage of Leg Two on January 9 at 10:30 a.m. And check these pages a month from now — hopefully, Leg Three will be over in time for inclusion in our February issue.

— latitude/rkm

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# MAX EBB —

**I**t never fails. Every year my family tries to give me a present I'll really like, and every year they miss.

This time it was a computer golf game. Now that I finally have a computer, they thought shopping for me would be easy. But why a golf game? Sure, it's a good golf game. Maybe even a great golf game. It has elaborate graphics, detailed control of all the swing elements, even realistic sound effects. But it's still golf, and despite what the statistical data says about someone of my demographic profile, I couldn't be less interested.

So there I was in the downtown computer store during lunch hour to exchange it for something else. I scanned the huge rack of games to see if something caught my fancy. Maybe one of the "Lounge Lizard" series...

But when I examined the first couple of games on the shelves in front of me — flight simulators and car race games — I remembered a better idea: A sailing simulator! I had seen an ad for one in a magazine recently, and a big store like this would be sure to carry it. But a diligent search yielded nothing even close. I asked the sales clerk.

"A sailing simulator?" she answered, her voice showing total amazement at what I thought was a straightforward request. "I don't think there is such a thing. In any case, I'm sure we don't have it."

I didn't see any point in mentioning the ads in the magazines, so I started to walk back to the game display. However, the word "sailing" had caused a twitch in at least one other pair of ears in the store.

"I know where you can get. . ." started a young woman who had been absorbed in something in the book section, turning around as she spoke. "Max!" She stopped short when she saw who had asked the question. "This is like total synchronicity!"

As luck would have it, the woman was Lee Helm, a naval architecture student who crews for me on occasion. It was strange to see her downtown, far out of her usual

being advertised, but are they any good?"

"There are a couple of good ones, but like, mostly they're still pretty lame. I've been collecting them for the university sailing club's software library."

She looked around to make sure the store salesperson was occupied with someone else. "Let's see if we can hack one of these machines out of demo mode."

I followed her over to a display table where a computer was running a video clip, complete with sound, of a dinosaur eating a mouthful of what appeared to be giant alfalfa sprouts. Lee reached into her briefcase and pulled out a small black plastic box, the right size for floppy disks. The box had a skull-and-crossbones pirate decal on it.

"Make sure the sales droid isn't watching," she giggled as she slipped one of her own disks in the computer and pressed the reset button. In a few seconds she had control of the machine.

**"O**kay, which program did you want to know about? I've got Sailing Master, Posey Sailboat Dynamics, Schnack's TAC...

"I think the one I saw advertised is Sailboat Dynamics," I said.

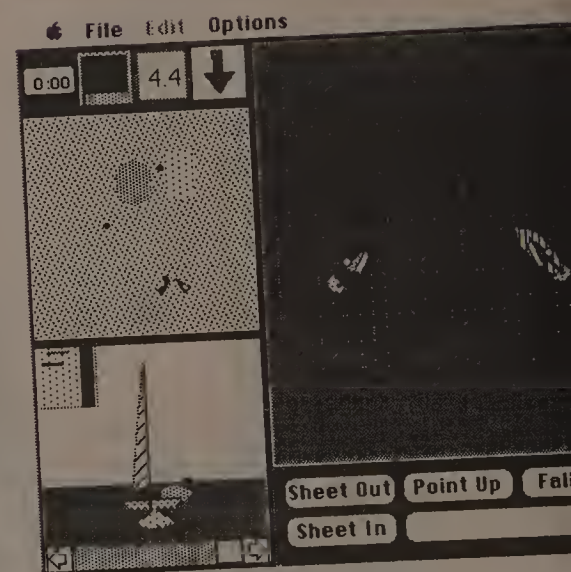
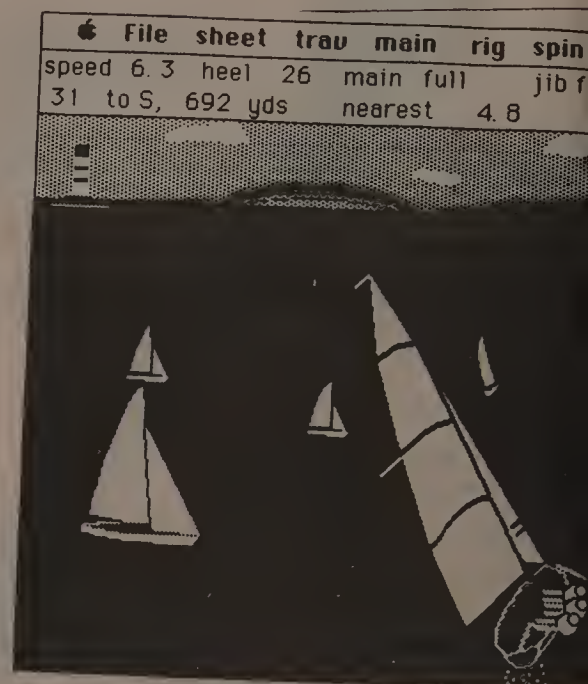
"Just a sec!" As she swapped in the appropriate disk, I noticed that all the discs were the same generic black, with handwritten labels.

"Lee, are these copies legit?" I asked. "Surely you didn't pirate them all."

"Just to like, try them out," she grinned.

I expressed my disapproval while Lee offered up the proper incantations and we were soon staring at the opening screen of the "Posey Sailboat Dynamics Simulator." There was an over-the-stern view of a boat, with islands and a lighthouse on the horizon. Lee clicked on the options menu.

"Boat type — I'll give you a racing sloop;



I took the 'helm' and tried a few slow turns. Sure enough, the boat responded. The horizon moved, the sails luffed and the boat straightened out when I came up. When I fell off, it heeled over. There was even a flashing white line that represented a bow wave.

"This is amazing!" I said. "Just like the real thing!"

"It doesn't give you much of a virtual world to explore," said Lee. "The dock you're approaching is just a two-dimensional picture of a dock that moves around and changes size. Not a true 3-D model."

It looked like my boat was getting close to the dock, so I started to luff the sails again.

"Still 180 yards away," said Lee, pointing to the range indicator. So I sheeted in again, waiting for the dock to get bigger. We seemed to be about four boatlengths away,

*"If anything, the gap in quality between the mainstream commercial games and sailing simulators has widened."*

context — and very well dressed.

"Never expected to run into you here," I said. "Aren't you supposed to be finishing your thesis?"

"The company I worked for last summer has a two-week gig for me," she explained. "I'll finish my thesis next semester."

"Do you know much about sailing simulators?" I asked. "There are some new ones

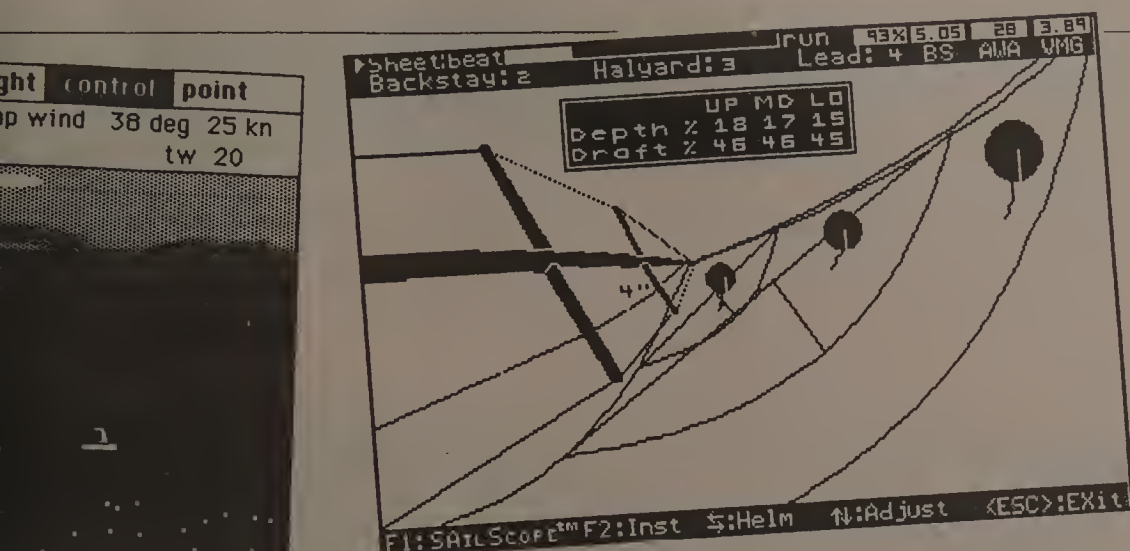
Wind — steady and moderate. Tide — no tide, for now. Tiller steering. Module. . . how about 'Land at the dock'?"

"Sounds good."

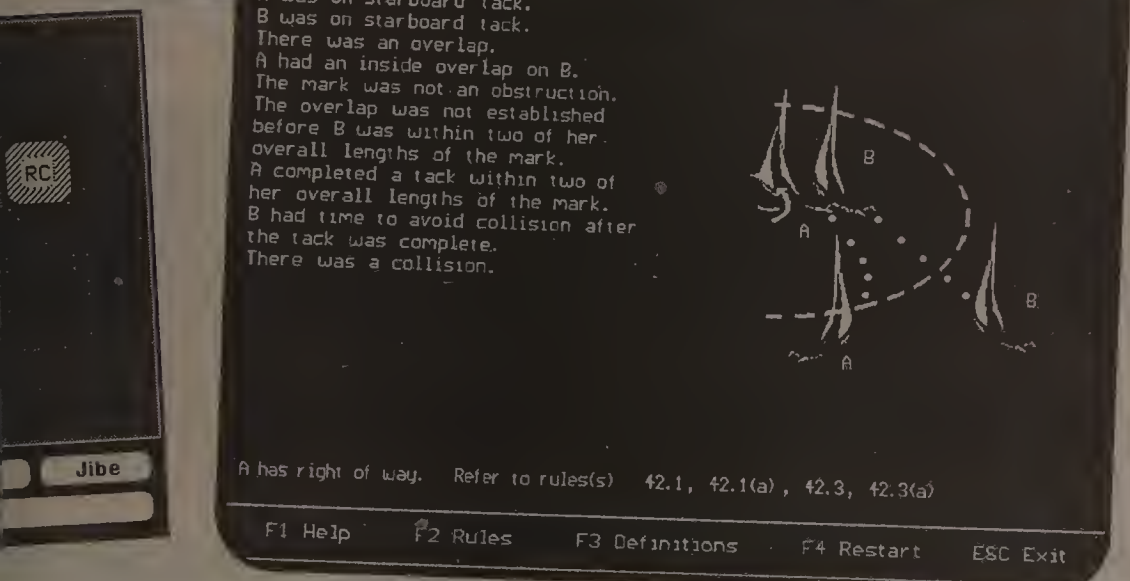
"You drive," she said as she pushed the mouse towards me and moved away from the screen to give me sea room. "Move the mouse cursor down into the 'steering zone' to control the tiller."



# VIRTUAL REALITY CHECK



Sailing programs available for computer buffs include (clockwise from above) Sail Tech, Rulebook, Sailing Master and Sailboat Dynamics.



but there was no indication of motion.

"I have shareware games that do 3-D virtual environments a gazillion times better than this," she remarked.

Finally the dock seemed to move to one side (although it was still about the same size) so I luffed up to reduce speed as I sailed by on the leeward side. But the program told me I had hit the dock, when there was clearly plenty of room.

"You have to look in top view to see the geometry accurately," said Lee. "But it's strictly 2-D."

"What about their race game?" I asked.

"Fun, but it cheats on the rules: If a boat tacks onto starboard immediately in front of you, it makes you do the penalty! And the animation is jumpy unless you have a very fast computer."

"Well, this is a little disappointing," I said. "But it does seem to model the response of the boat itself reasonably well."

"The games from Posey are interesting," Lee allowed. "But nothing that I'd call a true simulator. Trouble is, the flight simulators are so far advanced, we have, like, a very high

standard of comparison."

"That's what you told me the last time you showed me a sailing program," I reminded.

"It's still true. In fact, if anything the gap in quality between the mainstream commercial games and the sailing simulators is

getting bigger."

"What about for the Macintosh?" I asked. "Isn't there one called 'Sailing Master' or something?"

"I've got that, too. It's out for the Mac and for Windows. By the way, all the Posey programs have Mac versions also, but they don't run in 32-bit mode so they really don't take advantage of the available power. Really a shame, because if the Posey programs had smoother animation, accurate real-time speed adjustment and true 3-D environment modeling, they'd be really cool."

"That's three things, but I'm not counting. What does Sailing Master look like?"

To answer my question she removed the Posey disk, and swapped it for another one from her little box with the pirate flag, evidently another illicit copy. "This one's protected by one of those dumb start-up question schemes," she said.

After a quick installation, the computer screen said "Please turn to page 64 and enter the second word of the first paragraph."

"You have to do that every time you start it up?" I said. "What a pain!"

"There's a work-around," explained Lee. "I just made a list of the first few words of each paragraph, and put that in a text file on the disk. Thanks to Windows I can look at it in the middle of the start-up sequence!"

She consulted at her list and typed in "finish." The program started, revealing an overhead view of a starting line and a few boats.

"Observe carefully, Max. This is one of the most brain-dead user interfaces ever devised. Here they have a mouse, a graphic display and computing power undreamed of just a few years ago. So how do they control the boat? A button for bear off, a button for head up, and a button for hold course. Sheesh!"

"What's wrong with that?" I asked.

Lee just rolled her eyes, and I played with the program while she continued to rant. I thought it was perfectly workable. It even

*Though the screen was showing only crude outlines of boats, my mind had no trouble substituting America's Cup yachts.*

told me I had fouled another boat when there was contact, and penalized me accordingly. I had to admit, though, that it had the feel of the games I saw on the old Apple II and TRS-80 home machines. The animation was jumpy, and there wasn't even a pretext



of creating an interactive 3-D view.

"This one was developed first for the Mac, and it really runs a lot better on that platform, unlike the Posey programs which are the other way around. Good sound effects on the Mac, too. The skippers of the other boats yell 'starboard!' and 'do your circles' with perfectly obnoxious preppie accents."

"What else have you got in your box of stolen booty?" I asked. "Is there anything that you actually like?"

"Tell me what you think of this," she said as she swapped disks again, killed the windows session, and typed a couple of commands on the keyboard.

After a series of menu screens, the display depicted two boats seen from above moving towards each other, evidently from opposite ends of a starting line. The graphics were even cruder than on the previous games, but the motion was very smooth.

"The only control you have is steering," Lee said. Use the 4, 5, and 6 keys on the keypad for left, center, and right turns. I have the A, S, and D keys on this side for my boat.

I tested my helm controls to confirm which boat I was steering. Lee bore off in an attempt to pass below me as we approached for a crossing. I bore off to meet her, and said "starboard." She jibed, then swung up into the wind. I luffed up to follow her. She tacked to port. I tacked off her stern, trying to get the inside position. We circled twice, until the countdown timer showed less than a minute to the start. I broke off for the port end of the line. Lee was in hot pursuit, in a position that would prevent me from tacking back. When it was obvious I would be early, I stuffed it up into the wind. She responded, so I dove down to leeward. She came down behind me and hailed "leeward boat!"

I made another sharp spin into the wind, and the computer screen drew a foamy wake behind the stalled rudder as the boat swung back into the wind and lost speed. Now only

"It's a very accurate simulation," Lee added, "which is why experienced sailors like it. On all the others, you have to learn the specific weirdness of the software. With this one, if you know how to sail, it's easy."

"What's it called?"

"Schnack's TAC," said Lee. "by Tom Schnackenberg. He started working on tactical simulators in 1983 with the *Australia II* syndicate. It's strictly a two-player game, and you can only choose between 12 Meters or America's Cup Class boats. And like, there are no sail controls at all — the 'crew' handles all that."

Even though the screen was showing only crude outlines of boats and boom positions, my mind had no trouble substituting the images of America's Cup yachts, as seen by the helicopter cameras. It was obvious why this mental substitution was taking place with this program and not the others: this one was responding in a way that I perceived to be very realistic, and the animation was very smooth.

"Lee, you've got to give me a copy!"

"Max," she said in a condescending tone, "That would be illegal."

I couldn't tell if she really meant it or not. After all, wasn't there a pirate flag on her box of disks?

"You're kidding, aren't you, Lee? Can't I just have a copy to try it out?"

"No way! That would be cheating the guy who wrote the program. I'm going to make you buy this one. It's sold through the North Sails Catalog, and costs \$54. Which is like, a little steep for a starving student like me, but a fair price for any boat-owner. I'll give you their 800 number."

"But Lee, that could take days! There's someone at the yacht club that I have to show this to right away!"

*"This is great! And it's simple enough for even me to have fun right out of the box!"*

20 seconds to go, so I bore off to go for it. Lee tacked for the other end of the line and clear air. We both got even starts, on the line. Our first crossing would be determined by which way the wind shifted.

"This is great!" I said after I had settled down on a fast close-hauled course. "And it's simple enough for even me to have fun with right out of the box!"

She tacked back onto starboard. I tacked back to port.

"Okay, here's the deal. Give me your credit card number and I'll order it for you."

## GETTING

Name	Compatible with
<b>Schnack's TAC</b>	DOS only
<b>Rulebook</b>	DOS only
<b>Sailboat Dynamics</b> (And four other sailing programs)	DOS, Windows, Macintosh
<b>SailTech Sailing Simulator</b>	DOS only
<b>Sailing Master</b>	Windows, Macintosh
<b>Fleetwise</b> (Helmsman! and Tactician!)	DOS only

Meanwhile you can have a copy of this one."

Did I trust Lee with my credit card? Did I really want to pay \$54 for this program? The crossing was going to be close, even though a five degree shift had favored my side of the course. Rather than try to squeeze across her bow on port, I tacked to the safe leeward position. The computer said that her boat was being 'gassed' by 12%, although she was still moving faster as I accelerated out of the tack. Lee tacked away.

Sure, I trusted Lee with my credit card. I took out my wallet and handed her the card.

"Thank you," she said smugly, then looked around to make sure the salesperson was still busy before doing a disk copy.



## WITH THE PROGRAM

Price	Available from	Comment
\$54	North Catalog 66 Quirk Rd. Milford, CT 06460 (800) 626-9996	<b>Max:</b> A great match race simulation game, but almost no features. You can't play against the computer, and it won't call fouls or contacts with the marks. Recommended. <b>Lee:</b> Simple, elegant and deadly accurate simulation wrapped around a two-player match race. The interface is no-frills. It's the only game that was first developed as a serious training and simulation tool, and it shows. Addictive and highly recommended.
\$149	A.I. Systems P.O. Box 90496 Auckland, New Zealand 64 8 418 1000 64 9 309 0140 (Fax) (Also North Catalog)	<b>Max:</b> A great tool for sorting out protest situations and analyzing the rules. Nice interface and authoritative interpretations from IYRU Rules Committee member Bryan Willis. Very smart for a computer program. <b>Lee:</b> A bit pricey, but if you're into the rules, you need this program. Hypertext style treatment of the racing rules, with animated examples and "expert system" analysis of protest situations. Recommended.
\$49.50 each	Posey Yacht Design 101 Parmelee Rd. Haddam, CT 06438 (203) 345-2685	<b>Max:</b> The best full-featured simulators on the market. Requires a very fast machine for smooth animation and takes some practice to learn, but all the elements are there. <b>Lee:</b> Still leaves much to be desired. Mac version is only 16-bit (upgrade due soon). Buy only if you really want a full-featured simulator, and try it first if you can.
\$49	North Catalog 66 Quirk Rd. Milford, CT 06460 (800) 626-9996	<b>Max:</b> This is the first one to be developed and sold by North Sails. More a race game than a simulator, but good for learning wind shift strategy and sail shape controls. I was addicted to it a few years ago. <b>Lee:</b> Only slightly improved from the 1987 version, unfortunately. Still has some good views of sail shape changes in response to control line adjustments, but the boat handling itself is very crude.
\$59	Starboard Software Box 130014 Ann Arbor, MI 48113 (313) 662-4393 (313) 662-0425 (Fax)	<b>Max:</b> The best simulator for the Macintosh. Great Mac sound effects, but slow action. A very playable game, though. <b>Lee:</b> Crude interface despite the graphic environment, and slow animation. Some interesting features, but not really successful as a 'sailing simulator'.
\$59 each	Criteria Instruments 8532 N. Ivanhoe Portland, OR 97203 (800) 874-0137	<b>Max:</b> On-line '93 rulebook and selected appeal cases with some subject keyword links might make Helmsman worthwhile. <b>Lee:</b> Little more than flashcards on a screen, with some canned animation to illustrate some of the answers. Crude hypertext rulebook.

"There's one other program that sounded intriguing," I said, "It's something called 'Fleetsmart' or something like that. It's supposed to be a racing rules trainer, and includes the full text of the rules on-line."

"You mean Fleetwise," said Lee. "Fleetwise Helmsman. It's got the rules on-line, but you can't do keyword searches or jump to defined terms. It does have a few sort-of hypertext features, but just a shadow of what could be done with the bandwidth."

"What about the training features they advertise?"

"Just a bunch of flashcards on your computer screen, with some dorky animated examples. Their idea of an interactive learning

environment is light years away from mine."

"Still, isn't it worth it for the full text of the rules on disk?"

"Possibly. But there's a way better program for that: Rulebook from A.I. Systems in New Zealand. Its primary function is 'incident analysis': it asks questions, constructs a pictorial diagram, and eventually analyzes the situation under the applicable rules."

"I've seen decision trees that purported to do that," I recalled. "Wasn't hard to find cases where it was wrong."

"But this one is like, impressively accurate. Must be because Bryan Willis was involved. He's a member of the IYRU Rules

Committee and one of the developers of the match race umpiring system, and has written some of the clearest stuff about recent rules changes. So the interpretations carry some authority. This program's a must for anyone who's a serious student of the racing rules."

"Which includes anyone who races," I noted. "Do you have a copy?"

"I've played with it, but it's copy protected by limiting users to two hard drive installations. And at \$149 it's too rich for my blood. Should I order one for those for you, too?"

"Maybe," I said. "Is it really that good?"

"It's got a few shortcomings, for sure. Like for example, it still doesn't let you do a simple keyword search for the word or phrase you want to find. What I really want is the entire rules, USS Appeals, and IYRU Appeals, including the option to switch to older versions of all of them, with hypertext links and Boolean keyword searching. Not available just yet. Even still, Rulebook is at least three times as good as Fleetwise. I think you should buy it, Max, especially since the disk is good for two installations, if you know what I mean."

"Okay, go ahead and send for that one, too. Does it have to come all the way from New Zealand?"

"You can order direct, but it can also be ordered through the North Sails Catalog along with just about every other simulator on the market. Given the choice, I'd rather go direct. Besides, that way I'll have a chance to bitch to the vendor about the copy protection. I mean, we're all going to have to get the new version in '97 anyway. Just like tide programs, if more people steal it, more people will come run-ning to buy the new version when the old one expires."

"Can I help you with anything?" asked the salesperson in a rather icy tone.

"Oh, we're just browsing," smiled Lee.

"Well, I'd appreciate if you didn't disturb the demos we have running," she scolded.

"Our apologies," I said. "Where can I find blank floppy disks?"

She pointed me to the appropriate section of the store, and Lee took the disk with the new copy of Schnack's TAC out of the drive and handed it to me.

"Don't forget to virus-scan it!" she warned.

I was overdue back at the office. So I left Lee back at the book section, after agreeing to meet for lunch sometime next week. But two problems remained: What to get in exchange for the golf game — and how to get my credit card back from Lee!

— max ebb



# SEASON CHAMPIONS, PART III:



**L**ast, but not least, in our traditional three-part salute to the season champions are the winners of OYRA (ocean), WBRA (woodies) and SBRA (dinghies). With input from the elder statesmen of each organization, we selected a representative sampler of nine winners, whom you'll meet in the following pages. We enjoyed meeting these folks and acknowledging their accomplishments, and sincerely wish we had the time or space to profile every winner. Anyone whose name appears right behind this introduction is just as deserving of being interviewed — so hang in there! We're making a list, and checking it twice — if you win your class again next year, we guarantee you 'airtime'!

To generalize, the Ocean Yacht Racing Association (OYRA) and the Wooden Boat Racing Association (WBRA) are maintaining their numbers, while the Small Boat Racing Association (SBRA), which consists of 17 dinghy classes, seems to be flourishing. Unfortunately the numbers that OYRA is maintaining, except in PHRO, aren't too impressive. WBRA is enjoying a comeback in the Bear and IOD departments, while a half dozen SBRA fleets are prospering (see *Dinghy Primer*). If you're interested in learning more about any of

*J-14s 'pole vaulting' on the Berkeley Circle. All photos/rob.*

these groups, call the following contacts: OYRA — Don Lessley, (415) 765-3580; WBRA — Tom Allen, (415) 474-7474; and SBRA, Peter Siatta, (408) 264-7245. For general questions, you can always call the YRA office, (415) 771-9500.

Anyway, without further ado, lets meet our final batch of winners. Congratulations to everyone, and fair sailing in the New Year!

— **latitude/rkm**

## OYRA:

MORA I — 1) **Friday**, Express 27, John Liebenberg, RYC; 2) **WYSIWYG**, Olson 30, Don Martin, IYC; 3) **Hurricane**, Express 27, Jon Bamer, CalSC. (10 boats; 3 qualified)

IMSO I — 1) **Bullseye**, N/M 43, Bob Garvie, StFYC; 2) **Phantom**, J/44, Jack Clapper, StFYC; 3) **X-Dream**, X-119, Steen Moller, TYC. (5 boats)

IMSO II — 1) **National Biscuit**, Schumacher 35, Colin Case, SFYC; 2) **Sweet Okole**, Farr 36, Dean Treadway, RYC; 3) **Petard**, Farr 36, Keith Buck, CYC. (7





## OYRA, WBRA & SBRA

boats)

SSS (monohull) — 1) **Great Fun**, Davison 50, Stan Glaros, CYC; 2) **Illusion**, Cal 40, Sally Lindsay/Stam Honey, StFYC; 3) **Melody**, Scampi 30, Peter Myrner, NoYC. (11 boats)

CRUZ — 1) **Nan Sea**, Islander 30 Mk. II, David Hillstrom, EYC; 2) **Walkabout**, Newport 30, S. Tom Gaines, IYC; 3) **Ostinato**, Islander 30 Mk. II, E. Walton Kirk, RYC. (7 boats)

### WBRA:

BIRD — 1) **Widgeon**, Heinz Backer, SCC; 2) **Teal**, Jim Van Dyke, StkSC; 3) **Skylark**, Peter Brosig & Jane Hook, CYC. (8 entered; 5 qualified)

FOLKBOAT — 1) **Windy**, Bill DuMoulin, CalSC; 2) **Thea**, Tom Reed, IYC; 3) **Freja**, Ed Welch, GGYC. (12 entered; 8 qualified)

IOD — 1) **Profit**, Jim Hennefer, StFYC; 2) **Undine**, Adam Wheeler, StFYC; 3) **Bolero**, George Degnan, RYC. (12 entered; 9 qualified)

### SBRA:

EL TORO, SR. — 1) Tom Burden, FSC; 2) Steve Brigman, WSC; 3) George Morris, FSC; 4) Ron Locke, WSC. (44 boats; 24 races)

LASER — 1) Patrick Whitmarsh, StFYC; 2) Paul Dietrich, LWSC; 3) Matt McQueen, RYC. (40 boats; 23 races)

FJ — 1) Joe Doering, FSC; 2) Larry Weatherly, FSC; 3) Tony Kowalisher, FSC. (19 boats; 25 races)

SUNFISH — 1) Rich Straub, DSC; 2) Darryl Coe, UASC; 3) Bob Cronin, DSC. (18 boats; 25 races)

SNIPER — 1) Jim Grubbs, LWSC; 2) Ned Niccols, RYC; 3) Walter Cram, LWSC. (14 boats; 11 races)

DAY SAILER — 1) Vince Lyddane, PAYC; 2) Len Fiok, SCYC; 3) Bill Fiok, SRSC. (9 boats; 15 races)

WYLIE WABBIT — 1) Colin Moore, RYC; 2) Jon Stewart, CalSC; 3) Steve Bates, RYC. (13 boats; 21 races)

FIREBALL — 1) Scott Rovanpera, DSC; 2) Gordon Danielson, StFYC; 3) Gwen Hellier, RYC. (13 boats; 13 races)

THISTLE — 1) Ron Smith, SJSC; 2) Eric Stoeling, IYC. (9 boats; 19 races)

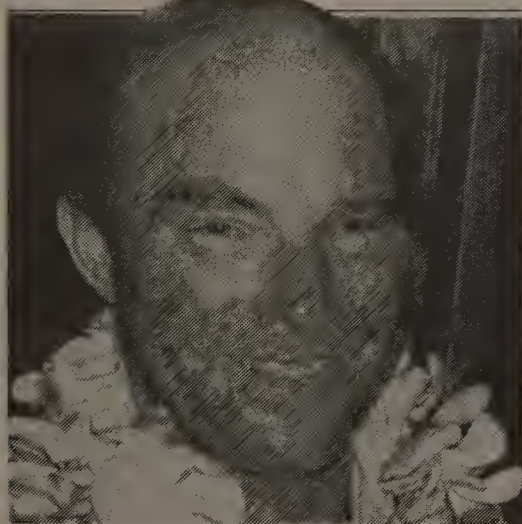
CONTENDER — 1) Jerome White, StFYC; 2) Gil Wooley, SCYC; 3) Rick Welsh, CSC. (7 boats; 18 races)

505 — 1) Jeff Miller, RYC; 2) Bryan Largay, HCYC; 3) Bruce Tiley. (16 boats; 18 races)



# SEASON CHAMPIONS, PART III:

**PHRO — I**  
Newland 368  
*Pegasus XIV*



**Dan Newland**  
Encinal YC

Alameda's Dan Newland, an applications engineer at Orcon, designed and built *Pegasus XIV* partially with an eye towards winning the '92 SSS TransPac, which he did last year for an unprecedented third time (he also won in '82 and '86). This summer, he turned his 5,100-pound rocket-ship loose on the light division of PHRO and won going away. "We were consistent, and finished all the races," says Dan modestly. He was assisted by wife Linda on occasion, Mike Burkett, Dan and Carol Benjamin, Commodore Tompkins, Kay Rudiger and others.

The season started with a bullet in the breezy Lightship Race, in which *Pegasus* hit 22 knots under a #4 jib and double-reefed main. "The boat likes a breeze, and it likes the ocean," explains Dan. "It's tough to sail to our rating in the Bay, especially having to give *Bullseye* and *Bondi Tram* time."

Newland, who navigated *Morning Glory* to IMS honors in the TransPac, also found time to race *Pegasus* in the SSS Farallones (third overall), Doublehanded Lightship (second overall) and the Three Bridge Fiasco (second in class). "We need to encourage more people to race offshore," figures Newland. "It's generally really nice out there!"

Despite *Pegasus*'s winning ways, no one's ordered a sistership yet. "It's a little discouraging — we've had lots of nibbles, but no checks," admits Dan, who grew up in Galveston, Texas, next door to John Koliis. "Guess I'll keep the day job!" Next summer, wife Linda, also a masterful singlehander, may take the boat in the SSS TransPac.

2) Blitz, Express 37, George Neill, RYC; 3) Kingfish, SC 40, John Kerslake, StFYC. (14 ent.; 8 qual.)

**PHRO — II**  
Swan 46  
*Razzmatazz*



**The Robbins Family**  
Richmond YC

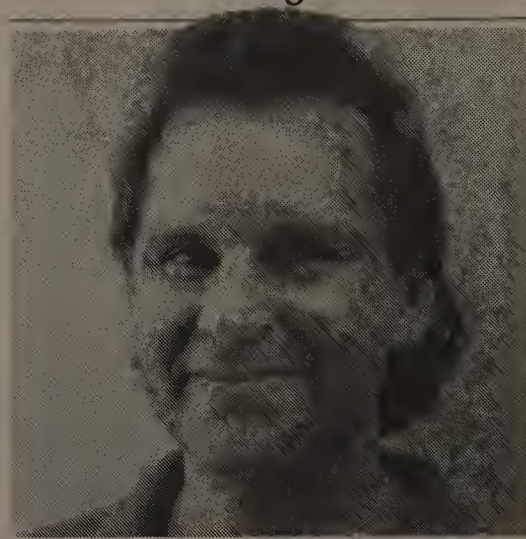
Dennis and Susanne Robbins, now residents of Sausalito, have done ten ocean seasons on five different boats (Peterson 33 & 34, SC 40, Swan 42 & 46). According to Dennis, a stockbroker and past RYC commodore, the common theme over all those years has been "safety first, fun second and winning third." This was the first year the Robbins' won their season overall. They won both halves of PHRO-II in '91 — but on two different *Razzmatazzes*.

Having crew who are all good friends, not to mention excellent sailors, has kept the 'fun factor' high. "We must be doing something right, as both our kids still sail with us," laughs Susanne, a college English professor. In fact, son Doug, also a stockbroker, and daughter Jennet, a 'multimedia coordinator', are mainstays of the *Razzmatazz* program. Other regulars include Kent McCoughna, Terry Pence, Erik Sandstrom and Fritz Hatton, who the Robbins' met when they took second overall in the America 500 (Spain to the Bahamas) in late 1992. Crewing on an 'as available' basis were the Greenough family (Kent, Jan and Chris), Dick Horn and Ann Sisk.

The Robbins' have entered their luxurious 1986 Frers-designed Swan 46 in July's Pacific Cup, which will make it hard to defend their newly-earned PHRO title. "We'd rather cross oceans!" says Dennis, who'd like to see more sign-ups for OYRA. "People don't seem to realize that the finest training ground in the world for long distance racing or cruising is right outside the Gate."

2) Wind Chaser, E-35, Cranors, AYC; 3) Rocinante, Ben. 42, A. Malaccorto, RYC. (27 ent.; 8 qual.)

**MORA — II**  
Cal 20  
*Culo Bagnato*



**Mike Warren**  
Cal Sailing Club

Talk about bang for the buck: Mike Warren got his first 'big' boat, *Culo Bagnato* ("wet butt" in Italian), four years ago for under \$2,000. He put a few sails on his vintage '65 Cal 20, added internal halyards and running backstays, and jumped into MORA. "We still get lots of odd looks," chuckles Mike, who manages a cabinet-making shop in South San Francisco. "People think we're crazy, that we have a death wish!"

Warren had the last laugh this year, winning the heavy division of MORA after the Olson 25 *Siva* sailed inside Anita Rock in the final race and subsequently retired. But eight MORA races just wasn't enough ocean thrills for Mike, who also did the windless Corlett Race (DNF), the EYC-Santa Barbara Race (DNF into Monterey) and the Doublehanded Farallones (third). He also cruised to Tomales Bay singlehanded.

Highlights included winning his first ocean race, the breezy Lightship season opener. "We love short races in heavy air — our 264 rating really goes to work for us," explains Mike, who prefers 'destination' races over buoy racing. Another thrill was covering 18.75 miles in two hours before the wind crapped out in the Santa Barbara Race.

Warren's crew this summer included his father Jerry, brother Tom, cousin Dan Simensen, Chris Shepard, Mike and Tim McGowan, Mark Strauss and Frank Lawler. Wife Linda and 3½ year old daughter Gina prefer daysailing and overnight stays at Angel Island. *Culo Bagnato* is "relaxing" on a trailer in Mike's backyard until spring.

2) Freewind, Cal 9.2, The Lessleys, RYC; 3) Mega, Mega 30, R. Hickey, CalSC. (14 ent.; 5 qual.)



# OYRA, WBRA & SBRA

**SSS — Multihull**  
**Antrim 40**  
**Aotea**



**Peter Hogg**  
**Corinthian YC**

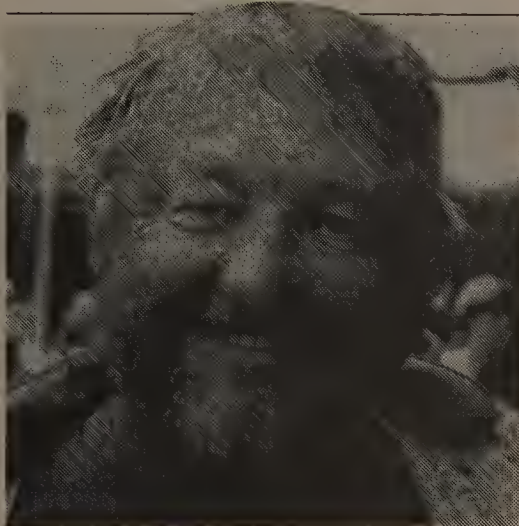
Few people enjoy sailing more — or have given more back to the sport — than multihull enthusiast Peter Hogg. The Kiwi expatriate, owner of a software company in Mill Valley, arrived here in 1967 as a graduate student at Stanford. "It was the Summer of Love — naturally, I decided to stay!" laughs Peter. After putting his rugby career on the shelf, he took up sailing in earnest. He's since become one of the most accomplished singlehanders in the country, with four SSS TransPacs to his credit, and a record-breaking 34 day, 6 hour sail to Japan in 1992.

Unfortunately, there just isn't much competition for *Aotea* locally, especially since *Defiance* augured in during the EYC Santa Barbara Race. "Winning the OYRA division was a hollow victory," admits Peter freely. "But it's good practice for bigger events, and I love being out on the ocean alone!"

Hogg's upcoming project is the "Pacific Rim Challenge", a proposed singlehanded lap on *Aotea* around the Pacific Ocean with educational tie-ins such as *Great American II* had for their SF-Boston run. The Challenge will occur either this summer or next, pending sponsorship. The '94 Singlehanded TransPac is Peter's 'Plan B' option. *Aotea*, which has been clocked at 28.4 knots, is quite capable of beating *Bullfrog's* 1986 multihull record of 10 days, 10 hours.

Hogg and his partner Shama Kotā were instrumental in building the Singlehanded Sailing Society into the Bay's biggest and best organized sailing group. Currently, Peter is serving as vice commodore of CYC.

**WBRA**  
**Knarr**  
**Huldra**



**Jim Skaar**  
**StFYC/CYC**

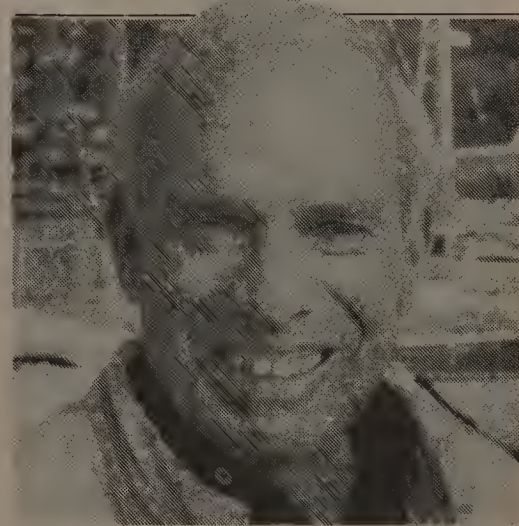
"We won because of our good looks, our clean lifestyles and the sharp cars we drive," quips Jim Skaar, owner of a BMW dealership in Pleasanton. "Seriously, we won because we have a great team. We've spent hundreds of hours together, we know our boat, and we always have fun when we sail."

Crewing on *Huldra* (named after a beautiful man-eating troll in Norwegian mythology) were Tom Salvo, Chip Nilsen and Paul Keating. "This was by far our best year ever," claims Jim as he went over their long victory list: first in the GGYC Mids, the STFYC Woodies, the Ex-Volvo, the Perpetual and the Knarr Cup. "We spent a whole lot of time covering Chris Perkins and Bob Fisher," recalls Skaar. About the only regattas they didn't ace were the International Knarr Championship (IKCs) in Oslo, Norway this August — where they stumbled in light air and unfamiliar boats — and the Wednesday Night Woody races, which they withdrew from due to a shroud failure.

Skaar, who grew up sailing in Norway, previously owned a Soling, a Cal 20 and an Etchells. He also owned *Peer Gynt*, another Knarr, for eight years before upgrading two years ago to the 1970 Danish-built *Huldra*, the last wooden Knarr built. "I love these boats and the people who sail them," he confesses. "As John Colver once put it, 'Knarrs aren't just boats, they're a way of life'."

The closeknit 40+ boat fleet celebrated the 50th year of their design this summer. The next big Knarr shindig will be the '95 IKCs, which will be hosted by Corinthian YC.

**WBRA**  
**Bear**  
**Trigger**



**Scott Cauchois**  
**San Francisco YC**

"Why did we win? Well, I guess you could say my boat and I are getting used to each other," deadpans Scott Cauchois, a 74-year-old retired insurance underwriter from Piedmont. 'Scotty', as he's known to his many friends, has now sailed *Trigger* in an incredible 37 consecutive WBRA seasons, winning "about eight" of them. Almost as amazing is the loyalty of his crew: cockpit boss John Kempf has been there for 28 years, foredeck hand Joe Van Orsdel for 18, and Scott's son Gage, their substitute crew, has been 'on call' for about 20 years.

"When I find something I like, I stick with it," explains Scotty. "I love wooden boats, I love Bears, and I love the people who sail them. We've had some wild times over the years — the Bear class used to party hearty, and occasionally still does!"

Cauchois, who keeps fit by playing tennis daily, is so admired by the Bear clan that they recently named a trophy after him. Other races that Scotty won this summer included his division in the Master Mariners Race, the Bear's annual singlehanded race ("I told the crew I don't need them anymore!") and the Bear's women skipper's race ("Jocelyn Nash was fabulous, even though she kept telling John and me to shut up!").

*Trigger*, 55 years old and "beginning to show her age", is currently in pieces, undergoing a much-needed deck and cabin refit. Cauchois will return next summer to defend his title against friend and rival Joe Bambara, who he says is coming on strong. "Why stop now?" he laughs.

2) **Indigo**, Dragonfly, Mike Taylor, SFYC; 3) **Wild Thing**, F-24, Vic Thiry, EYC. (3 boats)

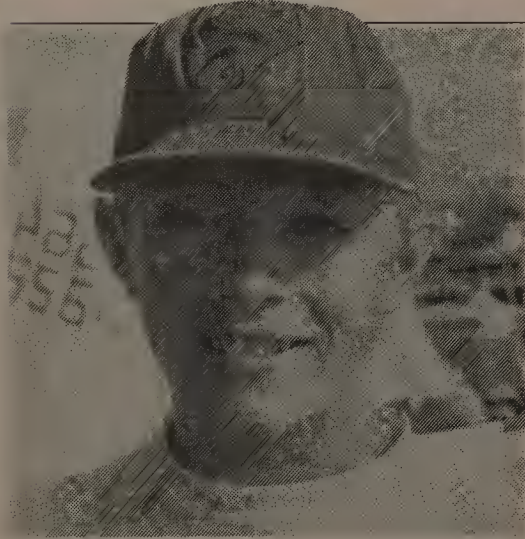
2) **Whistler**, Chris Perkins, StFYC; 3) **Lykken**, Bob Fisher, SFYC. (26 qualified; 19 entered)

2) **Little Dipper**, Joe Bambara, SCC; 3) **Smokey**, S. & J. Robertson, SFYC. (13 entered; 10 qualified)



# CHAMPS, PART III: OYRA, WBRA & SBRA

**SBRA — Div. A**  
**El Toro, Jr.**  
**#15518**



**Dana Jones**  
**RYC/SFYC**

Dana Jones, a bright and cheerful eighth grader from Fairfax, is a natural on the water. Born in the Virgin Islands, he's been around boats all his 13 years. Dana's also put in three years each with the San Francisco YC and Richmond YC junior programs. This year, his first complete season in SBRA, it all came together as he won the large El Toro Junior (under 15 years old) class by a healthy margin.

"The new boat my dad made me is really fast, and I think I'm starting to understand currents and windshifts," explains Dana. "I've also had some great teachers at both the yacht clubs and at NCYSA weekends."

However, Dana admits to being a bit burned out after sailing almost every day last summer. "I'm getting kind of bored with El Toros, but at 110 pounds I'm too light for Lasers or much else," he says. But he's excited about the possibilities of more road trips next summer (despite being in the vanful of juniors that flipped two years ago en route to the ET Nationals in Washington), and sailing higher performance dinghies like Laser IIs in the not-so-distant future. Dana also looks forward to teaching his 10-year-old brother Andy how to win races someday ("He's not quite ready yet").

Dana, who also loves playing soccer, doesn't particularly care for sailing on big boats. That's a good thing, as his father Steve, a Sausalito boatbuilder, just sold Moonshine, the family's Dogpatch 26, to Bill and Melinda Erkelens, who'll race it double-handed in the upcoming Pacific Cup.

2) Nick Nash, RYC; 3) Paul Saitta, RYC; 4) Jason Martin, RYC. (28 boats; 27 races)

**SBRA — Div. C**  
**Laser II**  
**#8660**



**Michele Logan**  
**RYC/LMSC**

Laser IIs will always occupy a special place in the hearts of Michele Logan and her husband Bart Harris. Michele, a commercial loan officer, and Bart, who sells Laser IIs and other dinghies at Berkeley's Seabird Sailing Center, actually had their first date on a Laser II back in 1985. "It was howling!" recalls Michele. "I fell off, causing us to capsize, and Bart had to sail back and rescue me. It was so windy that our boat literally blew off its trailer later that afternoon!"

Despite that inauspicious beginning, the El Cerrito-based duo has been sailing happily together ever since. Lately, they've switched roles, with Michele handling the driving while Bart calls tactics from the wire. "He's a great crew — we didn't tip over once this year. Plus, he keeps me calm," says Michele, who also sails Bytes and, next summer, Express 27s (they just became half partners in *Summer Palace*).

Michele and Bart previously won this growing class in 1990, and Bart won as crew in '92 for Gary Bergero when Michele took a 'sabbatical' from the class. In that time off, she served as chairwoman of SBRA ("Our entry fee is going from \$20 to \$25 this year, but we're still the best deal in town!") and, along with Gail Yando, organized last May's highly successful Woman's Dinghy Sailing and Racing Clinic at Richmond YC.

For all her efforts, Michele was recently honored as SBRA's '93 Yachtperson of the Year. "The list of past winners is a who's who of local dinghy sailing," she claims. "It's a thrill to be included in such good company!"

2) Gary Bergero, LMSC; 3) Simon Bell, RYC. (15 boats; 22 races)

**SBRA — Div. D**  
**I-14**  
**Carbon Copy**



**JoAnn & Keith Stahnke**  
**Saint Francis YC**

Keith Stahnke, a ferryboat captain with Blue & Gold, got the I-14 bug a few years ago when *Hexcel*, the Ultimate 30 he was crewing on, was mothballed. He and his wife JoAnn, who works as a "toner cartridge recycler", figured that *Banana Peel* — their new-to-them yellow "indestructible trainer boat" — would be fun to mess around on when winds were too light for windsurfing, their first love. Instead, they got hooked on racing the 14, ending up second in SBRA last year.

They upgraded to *Carbon Copy*, an '88 Cross-3 formerly owned by Steve and Anne Toschi, and clobbered the fleet in '93. After coming in fifth at the LA Midwinters against a tough fleet and then first in StFYC's Spring Dinghy Regatta, the Sausalito couple knew they were getting dialed in. "Keith has amazing reflexes and we began to work really well together as a team," claims JoAnn, who added cryptically, "It's a Zen thing."

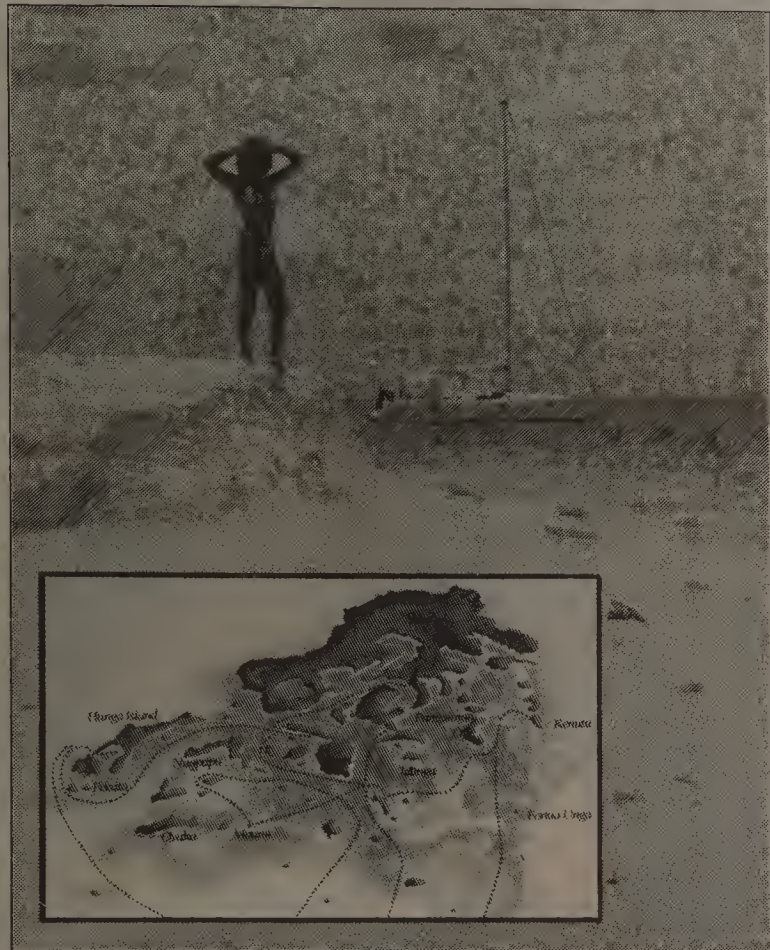
Even their 10-year-old son Patrick got in on the action, crewing for dad in the Clear Lake Regatta, which they won. In August, with Bill Erkelens as crew, Keith took second at the I-14 Nationals at Encinal YC, then fifth at the NAs, followed by a disappointing 32nd (out of 90) in the Worlds. The latter two events were held in Ontario. "The English are still light years ahead of us," admits Keith, one of the top five US I-14 sailors.

They've tried racing bigger boats (*Etchells*, *Warspite*), but the Stahnkes keep coming back to dinghies. "We like being wet and cold, and occasionally half-drowned," laughs JoAnn. "To us, it's a lot more real."

2) Andrew Bates, RYC; 3) Larry Craig, RYC; 4) Alan Lafflin, StFYC. (18 boats; 25 races)



# TONGA: LOOKING FOR A GREAT SAILING VACATION?



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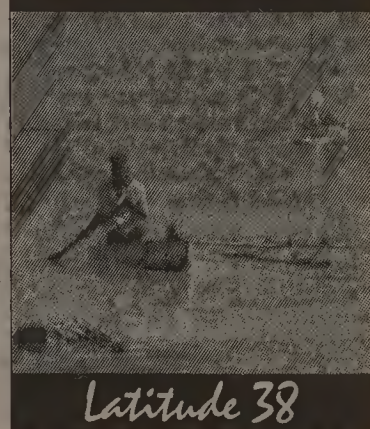
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With reports this month on **prime winter charter destinations**, how to **fumble your way through the Virgins** and still have fun, a look at the **new federal chartering law** and charter notes on **our Tongan flotilla** and a **hot cat in the Marquesas**.

## Resolutions for the New Year: Slow Down, Have Fun, Go Sailing

January is a time for setting goals and reaffirming past ambitions — ambitions like getting out of town for a sailing vacation. For those of you who are sick and tired of reading about other people's exotic adventures in these pages, let's examine what it would take to get you out there.

You need two essential things to turn an exotic charter pipedream into reality: the will and the money. As the eastern gurus say, if you *really* want to do something badly enough, you can make it happen — and gurus don't even use credit cards! More to the point, a recent letter from a regular reader makes the argument that once you get your mind focused on, say, a trip to Tahiti, it is amazing what expenditures you can do without in order to squirrel away a charter fund.

After all, 'getting away from it all' once in a while is extremely important to a healthy psyche. With the days cut short, traffic getting bogged down in blankets of fog and our city streets getting to be as scary as a midnight movie, wouldn't it be nice to spend a couple weeks sailing around some clean, sunny place where neckties are an oddity

we go? Unquestionably, the 'way cool' place to be this month is Auckland, New Zealand. When the world's greatest offshore sailors finish the third leg of the Whitbread Around the World Race (around January 20th), the savviest of charterers will be there to rub shoulders, swap tales and slam down Steinlager. (You still have time to get to Auckland for the start of Whitbread leg four February 20.) I don't mention this to depress you, but to illustrate that for the same money you might spend to get to the Caribbean or Europe, you could have 'been there, done that'.

These days, if you plan ahead and shop for air bargains with a resourceful travel agent it's amazing how far \$1,000 in air fare can take you. New Zealand, for example, is a wonderful sailing destination even without an onslaught of open-ocean warriors. It's the peak of summer there now, and charter yacht rates run roughly on par with Caribbean pricing. The north island offers a temperate climate, robust sailing conditions and hundreds of miles of verdant, unspoiled coastline to explore with plenty of cozy anchorages. New Zealand's long-established Rainbow Yachts recently merged with The Moorings, which makes bareboat booking



it of 'exotic' and, although half a world away, it can also be reached for less than \$1,000. Again, charter yacht pricing is not much different from familiar Caribbean rates. (Bareboats can be booked in the U.S. through Sunsail, 800-327-2276).

If you're setting your sights on springtime, consider an idyllic cruise through les Iles sous le Vent — Tahiti's sculpted cluster of outer islands, where placid lagoons frame craggy volcanic peaks and even grandmas go topless. Sun Yachts (of Antigua fame) has recently joined forces with a Tahitian company to make bareboat offerings at Raiatea better than ever; ATM and The Moorings are also based here. While bareboats here are not priced far above world standards, goods and services ashore are definitely pricey. The good news is, you can get there round trip for as little as \$750 from San Francisco.

To get to the South Pacific economically, check out flexible air packages such as Air New Zealand's 'Coral Routes' which allow stopovers at various hot spots such as Tonga and Fiji.

If this all sounds too exotic, how about chartering in Mexico this winter? Despite the number of cruisers who sail their own boats



The sleek Bordeaux 76 'Ninon' served as floating palace and fun factory last season for three happy guys from Santa Cruz.

and everybody walks around barefoot and shirtless? You bet it would.

Right. Now that that's settled, where shall

easier than ever.

It's also the prime sailing season now in Phuket, Thailand (December - April), where you too can navigate through a fairyland of limestone pinnacles and islets just like James Bond did in *Dr. No*. Thailand is the defin-

COURTESY THE MOORINGS





KEN SMITH

**Bill Turpin, Ken Smith and John Mandell of Santa Cruz take time out from their Tahitian wanderings to catch up on essential news.**

down to party and broil, Baja's Sea of Cortez is still a 'sleeper' as a charter destination. The Moorings operation at La Paz is the only game in town for bareboats — and it's a good one, providing a full service facility with Beneteaus ranging from 38 - 51 feet. Boat rates are as low as \$450 per person per week.

There are also several excellent crewed yachts 'wintering' here too which are eager to pamper you with first class service. The \$1,000 to \$2,000 per person that you'll pay for an all-inclusive charter will be money well spent (think: therapeutic). And combining a yacht vacation with a few days at a waterside resort might be the best idea of all. Many bargain land and air packages practically give away hotel nights.

With oceans full of exotic sailing opportunities to tempt you, are you really going to sit around pipedreaming again this winter? Do yourself a favor. Get out there where the winds are warm and dig your toes into some foreign soil — then come back and tell us all about it!

— latitude/at

## Bruce & Keith's 'Week of Sundays'

As our pilot lifted off the San Francisco tarmac I wondered what the hell I was doing going to the British Virgin Islands at the height of hurricane season to captain a boat twice as large as anything I had ever sailed and with only one mate whose sole previous nautical experience had been attending the spring boat show in Omaha, Nebraska!

We made it back alive though. In fact we had a glorious time. Let me share some highlights.

The first thing I did after stepping aboard our Moorings 38 was stick our DC converter into the cigarette lighter hole in order to power up our CD player. That's when the power adapter did an imitation of the Three Mile Island disaster. I quickly pulled the adapter from the plug, burned my fingers, and threw it across the cabin, where it landed on a plastic-coated chart and burned a hole all the way through St. John.

It was about this time that Captain Kate showed up for our 'check out'. She finished the job in about an hour and never seemed to suspect that we had absolutely no idea what she was talking about or what all of those ropes and strings were for.

When it was time to cast off and power out of the harbor, Keith's anxiety surrounded him in a cloud like Pigpen's dust bowl in the

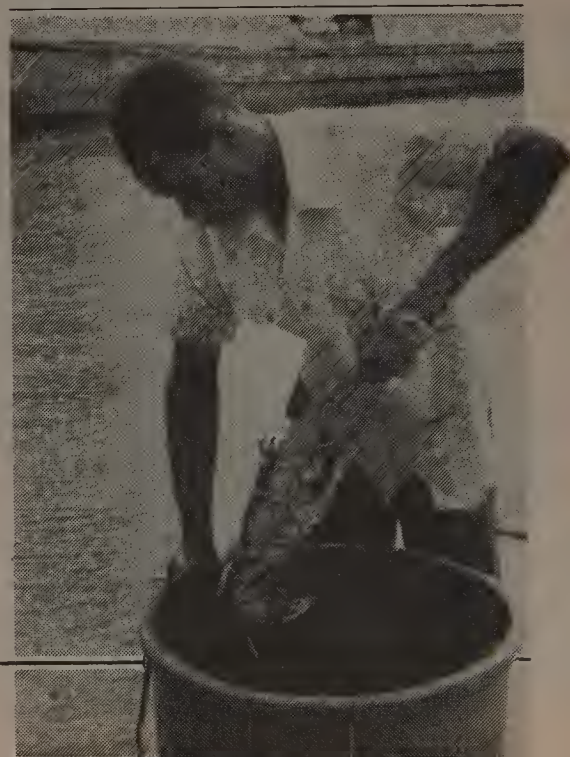
comic strip *Peanuts*. Soon after though, we found ourselves actually sailing — majestically — through the Virgin Islands.

I'd never used a furling genoa (the big patch of cloth up front) so it took a few minutes of study before I unlocked the furling line and pulled on the starboard genoa sheet. Vvvrrroooooompphhh!!! In the blink of an eye the sail filled with air, then flapped relentlessly until we finally winched her in and head our boat, *Sun Times*, into "The Bight" on Norman Island, where we tucked away for the night.

The mornings here are almost always very gentle. We awoke around 5:30 and watched the pink light fall over the mountain top and spill down onto our cove. We had coffee and blackened English muffins — a Cajun favorite Keith assures me. At the famous treasure caves (of *Treasure Island* fame) we were surrounded by platoons of tropical fish who follow us all morning waiting for handouts.

On Jost Van Dyke we moored up at Sydney's Peace & Love Restaurant in Little Harbor. As with most of the islanders, the owner, Sydney, and his extended family see each evening as a game solely focused on transferring funds from our pocket to theirs. It was the low season yet he still drew about five boats and about 14 people to his table. We gorged ourselves on fresh B.V.I. lobsters. Keith got drunk, I got drunk — well not really

***Feasting on freshly caught spiny lobster is a tradition during a cruise through the Virgins — especially at Sidney's on Jost Van Dyke.***





drunk, joyous. He started to dance with their children and I did magic tricks for everybody. Sydney got quite disturbed by the magic until I let him catch me at a trick so he knew it wasn't for real and a smile broke across his face.

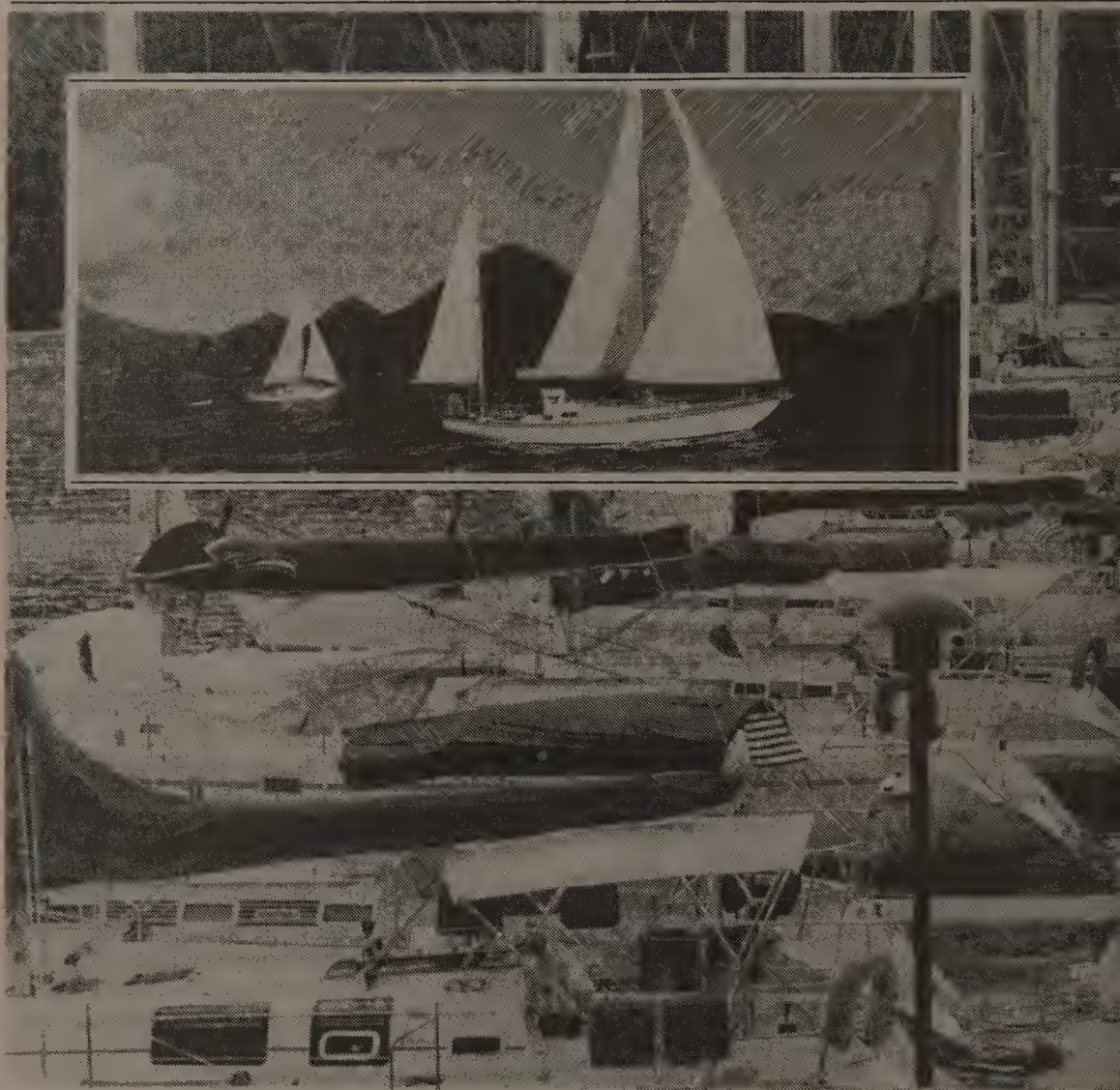
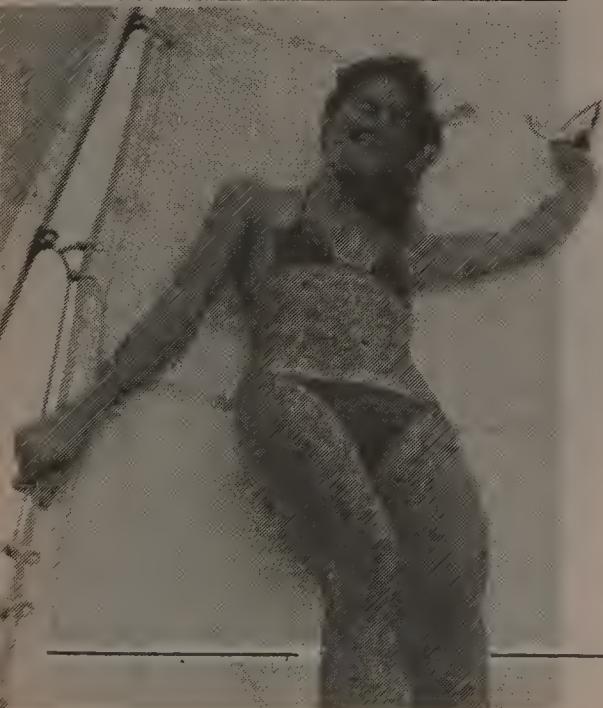
The next morning started out rainy, but later we walked to the top of the mountain. Being from Florida it always fills me with a sense of awe to experience three dimensional geography. The combinations of mountains and Caribbean waters is breathtaking. We passed a small church and briefly listened to the ranting of the lone preacher delivering the Gospel to all three brethren in attendance.

At Trellis Bay we lost our boat. Well, sort of. After waiting out another 30-minute rainstorm over beers at the Conch Bar and Restaurant, we motored the dinghy back across the harbor, but couldn't find the boat. I mean, we *really* could not find the boat. It was overcast with no moon or stars and we had forgotten to leave a light on. Finally, after 20 tension-filled minutes we found her, asleep and quite intact.

By the time we got to Spanish Town, Virgin Gorda, we felt like we knew how to do all of this sailing stuff. We tacked our way upwind till we were just outside the harbor, chose our spot, and dropped anchor — just as if we really knew what we were doing.

Aboard the 65-foot yacht next door a

*Life on earth is short, so make the most of it with friends on warm and smooth waters such as found in the British Virgins. God bless ya, Erica!*



hard bodied topless girl was waxing her dinghy. Keith and I both agree how rude it would be to stare, so we decided to go below so that she couldn't see our binoculars through the portholes.

Virgin Gorda's famous 'Baths' were as remarkable as we had heard. If you can imagine a giant child playing with 20, 40, and 60-foot boulders, then leaving them haphazardly piled by a seashore of fine white sand, you'll have an image of what 'The Baths' is like — a fantastic place to swim and explore.

On our sail downwind to Cooper Island, Keith explained that he was having difficulty remembering which was port and which was starboard. He said that he had never really cared for port anyway, so, thereafter we referred to the left side of the boat as the 'Chardonnay' and the right side as 'Moonbeam'. Pleased by this, we changed other nautical terms as well: aft became 'ass', the genoa became the 'salami', the dinghy became the 'lifteraft' and the mooring line became the 'floating snake'.

Arriving at Cooper, we finished furling the salami just as we picked up the floating snake, bowing to thunderous — if somewhat imaginary — applause. Ashore we had just

*The Moorings' docks at Roadtown, Tortola are packed with late-model bareboats. (Inset) Even in the storm season conditions can be ideal.*

ordered a beer at the bar when all of a sudden... nothing happened. We waited and sipped our beer until it was gone and still nothing happened. It was starting to sink in that we were here during the low season and nothing was happening. No parties, no loud and vivacious voices, no stunning beauties wanting to dance all night long. Our pace had, by necessity, slowed to three-quarters time.

By the time we got to Salt Island full lethargy had set in. This curious place has served as a strategic supply point of sea salt for Her Majesty's government for hundreds of years. There are now two old men, Noel and Herman, who serve as caretakers. We chatted with Noel while he and Herman cleaned a bucket of tiny reef fish. They squatted Asian style on top of a table made from a cable spool and pulled and scraped guts and scales from the fish. Some time later when we returned from a walk, Herman was engrossed in moving his left foot back and forth in the sand and Noel was in animated conversation with either himself or someone else we couldn't see. Five days earlier we wouldn't have understood. But by then we did.





On our final morning we were anchored at Deadman's Bay, Peter Island, in front of one of the prettiest beaches we have ever seen. I decided to go for a run and break this week-long mood of lethargy. I ran for a couple of hours in the tropical heat around the east end and back, then up a hill as steep as any in San Francisco. The top of the mountain was alive with tropical birds and fragrant flowers. The ocean lapped on the shore 800 feet beneath me and broad expanses of God's blue water stretched as far as the eye could see. I was struck by how perfect this place was. Bright hot sun, fluffy clouds, thick white sand, the sea a million shades of turquoise, mountains popping up like breasts on a *Playboy* calendar and there sat our boat — sleek, white and ready to slice her way through the wind and water back to Roadtown, Tortola.

We weighed anchor one last time, hoisted the sails and popped in Jimmy Buffett's *Changes in Latitudes, Changes in Attitudes* tape. Two hours later, as we make our final entry into Roadtown, finishing this 'week of Sundays' with Jimmy Buffett singing:

"So drink it up,  
This one's for you darling.  
It's been a lovely cruise."

— bruce benner  
san rafael

## Is There A Lawyer In the House? Yacht Chartering's New Bureaucracy

There's a lot of talk in the charter industry this month about passage of the new federal Passenger Vessel Safety Act. A lot of talk, but damn few straight answers as to exactly what the ramifications will be to the industry.

The problem is that this is not merely a new set of rules and regulations, but several key 'definitions' have been changed which are expected to affect a wide range of existing laws (i.e. what is a 'passenger' or 'passenger for hire').

Reading the lengthy text of this document would cause even a bright-eyed insomniac to glaze over and drift into slumber — it's about as 'reader friendly' as an insurance policy. Luckily though, the American Yacht Charter Association (which lobbied tirelessly to give charter yachts a fair shake) has helped us clarify the key points.

• First, the rumor is *not true* that foreign laid hulls (such as French bareboats and Italian motoryachts) will no longer be able to charter in U.S. waters. They still can by using a 'demise' contract (where the client has to

will be the real winners here!

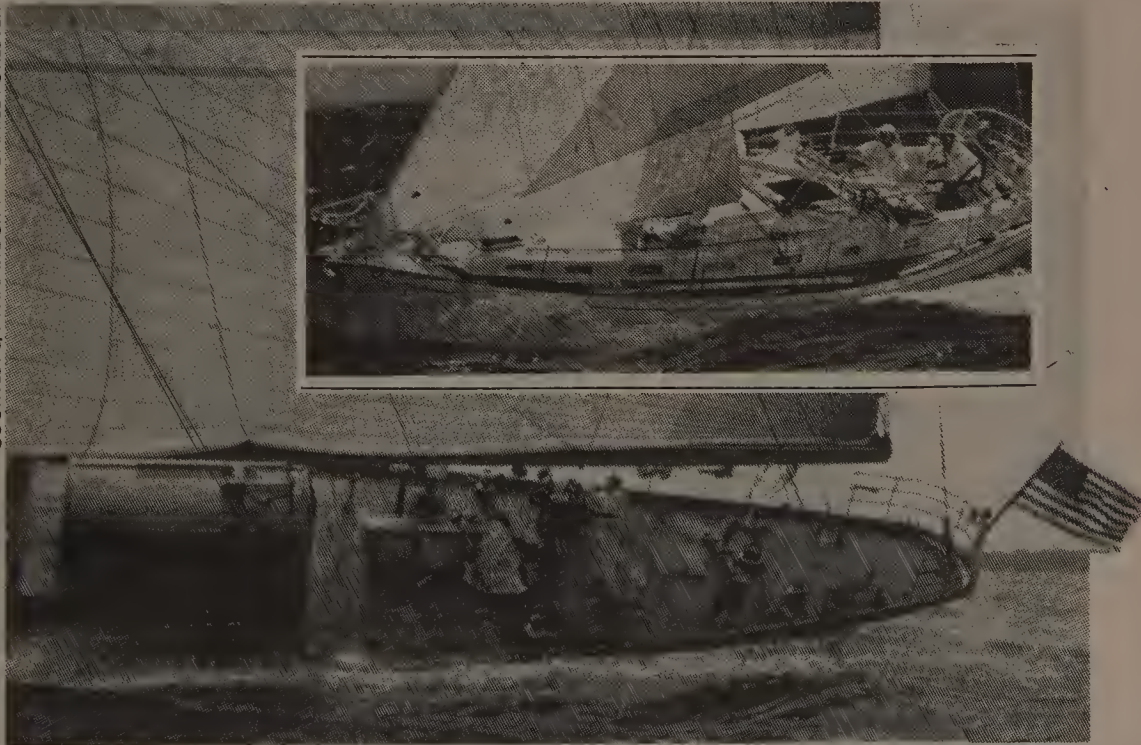
• A new classification has been created which allows uninspected passenger vessels of 100 gross tons or more to carry 12 passengers.

• The current 'six pack' designation for uninspected passenger vessels of less than 100 gross tons remains the same: no more than six passengers on board. However, in all instances the 'charterer' is not included in the 'passenger' count which seems to indicate that a 'six pack' boat, for instance, could now carry seven, ahh... non-crew persons.

• Still with us? Perhaps the most important thing for all charter boat operators to note is that there are a number of different charter designations (certifications) which can be applied for, but owners must do this within the next six months.

• Within this six month window *only*, large fiberglass and wooden vessels (100+ tons) can be grandfathered into a passenger vessel class which allows more than 12 passengers (and is normally restricted to steel vessels only).

COURTESY S/Y SHAMROCK V — DANIEL FORESTER



hire his own crew, among other things), although most companies and/or charter brokers will have to rewrite these documents to be in compliance — admiralty attorneys

*Every U.S. charter boat, from historic classics like 'Shamrock V' to typical bareboats, may be somewhat affected by the new charter law.*

Leaders of the U.S. Coast Guard originally pushed to enact this new legislation with the intent of standardizing safety require-



# WORLD OF CHARTERING



COURTESY THE MOORINGS

*In the mid 80s, Moorings founders Charlie and Ginny Cary first met the King of Tonga, pioneering the way for the Latitude gang!*

ments, but many enforcement officers may soon wish they hadn't. President Clinton was expected to sign the bill into law before Christmas making its provisions effective immediately. The job of explaining the law will fall on local Coast Guard Marine Safety Offices. We sincerely wish them luck. Their phones will undoubtedly be smoking, as virtually every charter yacht owner, captain and broker will need to become familiar with the legislation to be sure their operations are in compliance.

— latitude/at

## Charter Notes

The word is out about *Latitude 38's* first-time-ever **South Pacific flotilla**. On June 20th we'll arrive in force at Vava'u, in the sun-drenched **Kingdom of Tonga**, ready to cut loose our troubles, ride on the trade winds and soak in vast panoramas of unspoiled natural beauty.

Spirited sailors with a fun-loving attitude are welcome to join the party. But be warned that availability is severely limited and spaces are going fast. All-inclusive pricing ranges from \$2,580 to \$2,700 per person, including flights on Air New Zealand from L.A. and all meals. Call Moorings Rainbow at 800-815-9499 for reservations.

Artist Paul Gauguin thought of the **Marquesas** as a wonderful tropical Eden. We don't know how he got around this remote French Polynesian archipelago, but in modern times it has been a very difficult place to travel in — unless you happened to have your own boat. That's changed now, though, with the recent arrival of a brand new **57 foot luxury catamaran** which offers weekly cruises on circular itineraries. Book the whole boat or just one cabin through any mainstream yacht charter

COURTESY ARCHIPELS



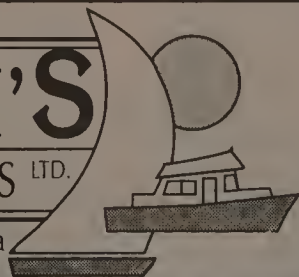
*This French-built 57-foot catamaran is the Marquesas' first serious charter yacht — come prepared for plenty of sun and fun.*

broker. Ask for the Archipels cat — it's the only quality charter yacht in the place.

Accommodations are in four air conditioned guest cabins, each with private head. Sister ships — all built by Fountaine Pajot of France — operate weekly in the Tuamotus and Tahiti. Toys include two inflatables, a 40 hp ski boat, a sailboard, as well as snorkeling and fishing gear. Oh, did we mention the dishwasher, washing machine and — perhaps most importantly — the ice maker!

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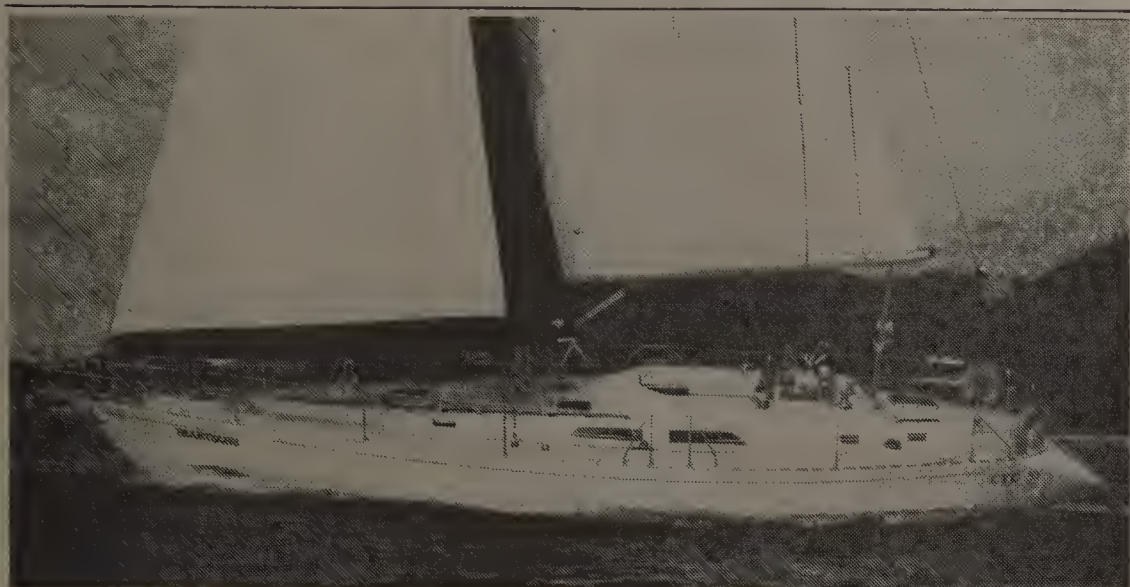
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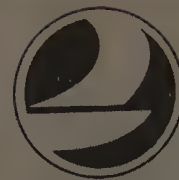
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# THE RACING

*The Racing Sheet's a little light this month, with only reports on the **Headsail Vanguard 15 Regatta** at StFYC; eight mostly light air **midwinter races**; and the usual profusion of **race notes** at the end. Happy New Year!*

## Headsail Vanguard 15 Regatta

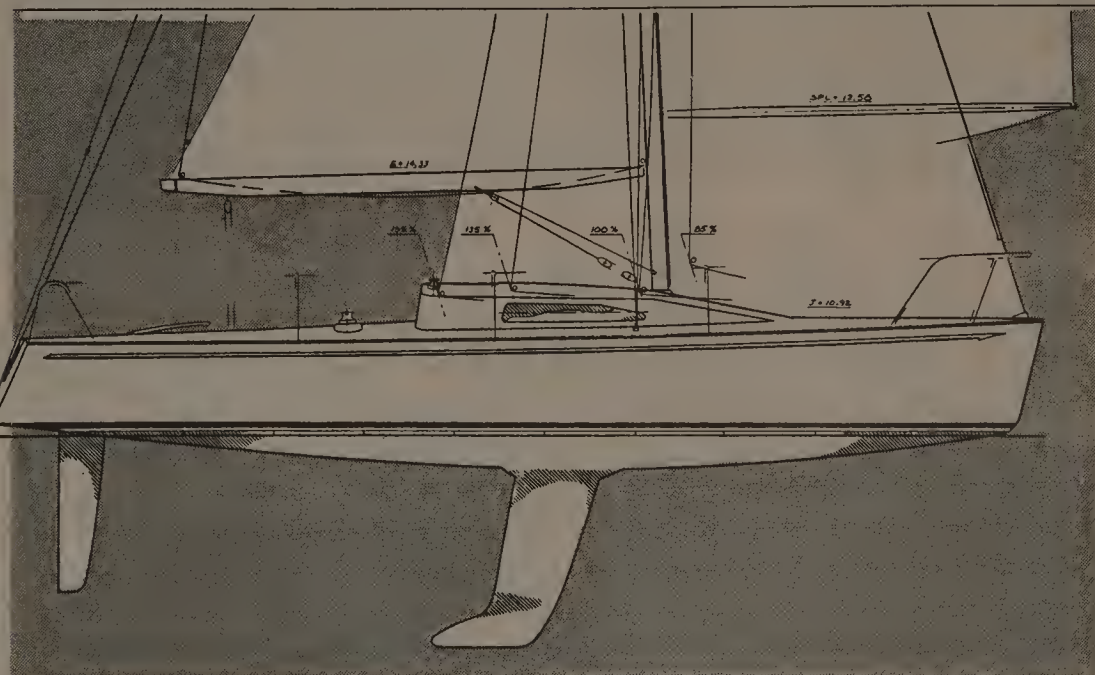
The fourth regatta of the inaugural San Francisco Bay Headsail Vanguard 15 Series was hosted by St. Francis YC on December 11-12. Thirteen two-person teams sailed 10 'collegiate style' races (three minute starting sequence, short courses, starboard roundings) in varying conditions on the cityfront. Saturday's racing was "plane madness", but the light (185 pounds unrigged) Vanguard 15s seemed to hold up well in the steady 20-30 knot winds (which, incidentally, were responsible for the cancellation of the concurrent BYC/MYCO Midwinters). By Sunday, the offending storm front had moved through, leaving barely enough air for a flurry of "tactical" races.

Steve Bourdow, an Olympic silver medalist (FD crew in '92) and five-time All-American collegiate sailor from Tulane, emerged victorious by a slim margin. He was reunited for the weekend with his former college crew, Nicole Kern. For Bourdow, the

Vanguard 15 for the first time, and came away impressed: "They're really responsive, and plane upwind in a breeze. I hope the fleet catches on!"

Finishing close behind Bourdow was Peter Wagner, with his wife Amy and college buddy Jeff Kurland alternating as crew. Wagner, one of the 'pioneers' in the class, seems to have dialed his boat in the best of the amateur sailors. Casey Woodrum and Amanda Hoehler, after spending much of Saturday upside down, put together a string of solid finishes on Sunday to end up third overall.

All sailors were easily visible during the event thanks to their custom Headsail Regatta Wear yellow hats, courtesy of their Sausalito-based sponsor. Patrick Andreassen did a great job of running the racing, while fleet captain and promoter Steve Kirkpatrick oversaw the fun-filled, high energy event. "We're trying to coax all former college sailors out of 'retirement' and into Vanguard



*Leif Beiley's exciting new B-32 will feature interchangeable keels. Read about it in 'Race Notes'.*

new Stanford University sailing coach, this was his first time sailing on the Bay since moving here a few months ago — he's either been on a road trip with the Stanford team or practicing in his Laser for the Savannah Olympics in '96. Steve was also sailing a

15s," stated Kirkpatrick, himself a two-time All-American at Tufts. "Of course, anyone else can come join us, too! Call me in the



evenings at (415) 221-5207 to arrange a test sail. Better yet, lease a boat and come join us for the second half of the series."

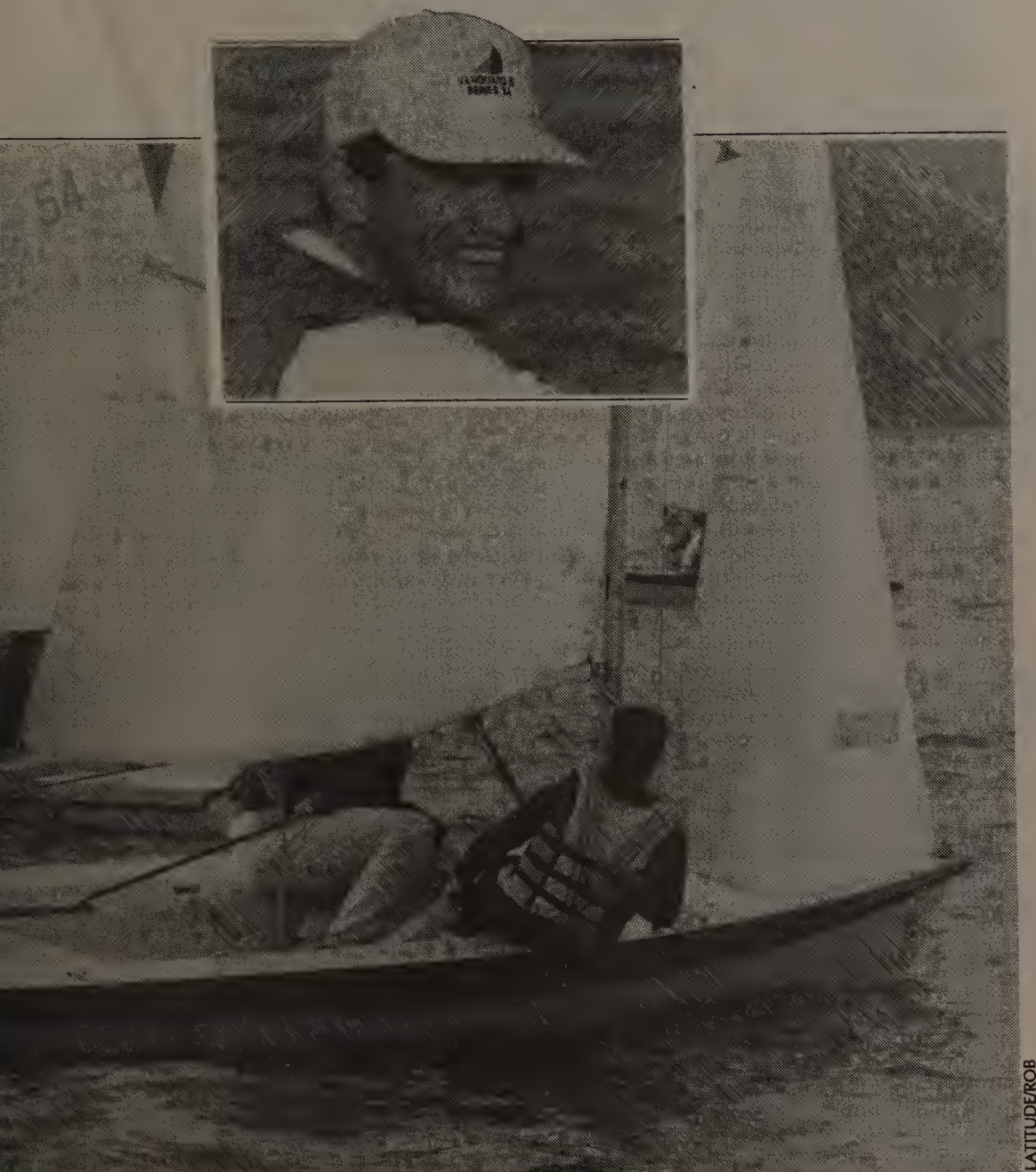
## Golden Gate YC Midwinters

Eighty-six boats enjoyed beautiful conditions for Golden Gate YC's second of four midwinter races on December 4. The first four classes, paced by the Key West-bound N/M 43 *Bullseye*, sailed a standard 10.28 mile course (Blackaller, Harding, Blossom, Blackaller, Fort Mason, finish). The remaining three divisions sailed the series' new 7.22 miler (Blackaller, Harding, Yellow Bluff, Fort Mason, finish), a course which seems quite popular.

Despite a dying breeze, even the last boat finished by about 1530. The post-race bar scene, which included complimentary *hors d'oeuvres*, was lively. But according to race chairman Ed Welch, "The slower boats will have to kick it in gear or they won't get to the food before the bigger boats, with their bigger crews, have cleaned all the plates!"

*Wild Flower* and *Dulcenea*, each sporting a pair of bullets, are currently tied for the





*Vanguard 15s are getting rave reviews from all who sail them. Inset, Stanford University sailing coach Steve Bourdow.*

overall series lead for the Seaweed Soup Trophy. Smart money's on *Dulcenea*, John Slivka's Coronado 27, as the boat has a generous rating and is sailing in the smallest division. But with two more races (January 8 and February 5), anything can still happen.

DIV. I (0-71) — 1) **Bullseye**, N/M 43, Bob Garvie; 2) **High Risk**, Smith 43, Jim Mizell; 3) **Bondi Tram**, Frers 41, Scott Easom; 4) **Team Sebastiani**, 11:Metre, John Sweeney; 5) **Leading Lady**, Peterson 40, Bob Klein. (13 boats)

DIV. II (72-75) — 1) **Re-Quest**, Express 37, Glenn Isaacson; 2) **Slithergadee**, J/35, John Niesley; 3) **Equanimity**, J/35, Randy Paul; 4) **Danville Express**, Andy Hall; 5) **GU**, Ronald Venables. (16 boats)

DIV. III (76-116) — 1) **Wild Flower**, Santana 35, Art Mowry; 2) **Expeditions**, Express 34, Bartz Schneider; 3) **My Rubber Ducky**, Hobie 33, Lee Garami; 4) **National Biscuit**, Schumacher 35, Colin Case; 5) **Yucca**, 8-Meter, Hank Easom. (15 boats)

DIV. IV (117-140) — 1) **Thrasher**, J/29, Steve Podell; 2) **Wave Dancer**, J/29, Richard Leevey; 3) **Advantage II**, J/29, Pat & Will Benedict; 4) **Harp**, Catalina 38, Mike Mannix; 5) **In the Bagg**, J/29, David Wadbrook. (9 boats)

DIV. V (141-197) — 1) **War 2**, Schumacher 26, Roger Peter; 2) **We Eat Veal**, J/24, Al Sargent; 3) **Barking Dog**, Olson 25, Jeffrey Kroeber; 4) **Hot Flash**, J/30, George Kokalis; 5) **Hecate**, IOD, Dennis Jermaine. (14 boats)

DIV. VI (198) — 1) **Cardinal Sagehen**, Knarr, Doug Hansen; 2) **Jambalaya**, Ranger 26, Ruben Becker; 3) **Spaetlese**, Catalina 27, Hans Fallant; 4) **Flyer**, Knarr, Chris Kelly; 5) **Crazy Jane**, Thunderbird, Doug Carroll. (13 boats)

DIV. VII (199-up) — 1) **Dulcenea**, Coronado 27, John Slivka; 2) **Shazam!**, Santana 22, Bud Sandkulla; 3) **Neblina**, Cal 28, Mosher/Carter. (6 boats)

#### BYC/MYCO Midwinters

Like the first weekend of the Berkeley/Metropolitan Midwinters, the second weekend was one of frustrating extremes. On Saturday, December 12, the race was abandoned due to predicted gale force winds

(ironically, they never arrived and it turned into a fine day for sailing). On Sunday, the anemic southerly wind was so soft that only 9 of 70 starters finished before the 5 p.m. cutoff.

Despite a recent rating hit (from 102 to 96), Eric Sultan's *Special Edition* took Division I for the second time. "It was so light that ratings didn't have anything to do with it," figured co-helmsman Dave Hodges.

The next weekend of racing, which conflicts with the Golden Gate YC and Sausalito YC series, is scheduled for January 8-9. "Things can only be better next time," promises race official Bobbi Tosse. "This was probably the worst weekend in the history of our midwinters."

#### SUNDAY, 12/12:

DIV. I (0-132) — 1) **Special Edition**, Wilderness 30, Eric Sultan; 2) **Rascal**, Wilderness 30 SX, Pat Brown; 3) **Player**, Capri 30, John Rizzi; 4) **Top Secret**, SC 27, Brewington/Arnold. (6 boats)

OLSON 30 — 1) **Corsair**, Don Newman; 2) **Family Hour**, The Bilafers. (5 boats)

EXPRESS 27 — 1) **Moonlight**, Schumacher/Franklin; 2) **Bob's**, Mike Hearn. (5 boats)

WABBIT — 1) **Kwazy**, Colin Moore. (6 boats)

#### Jack Frost Series

We'll let the pictures on the following pages tell the tale of Encinal YC's light air Jack Frost midwinter race on December 18. The 7.3-mile affair started in a 3-7 knot northeasterly; halfway through, the wind swung abruptly to the south. "It was a really weird day," admitted race chairman John Boyd. "There were lots of maneuvers to go through as the wind shifted — boats with the best crews won."

Random notes: the IMS class was dropped after the first race due to lack of participation; Dave Furbush's J/80 *Been There, Done That* won Class B (after winning Class D last time at a different rating); and Richmond YC junior Will Paxton sailed the quasi-Wylie 34 *Friction Factor* to another victory against sailors three times his age.

CLASS A (0-95) — 1) **Bang**, N/M 41, Max Gordon; 2) **Radical Sheik**, J/33, Randy Broman; 3) **Bodacious**, Farr 40, John Clauser. (10 boats)

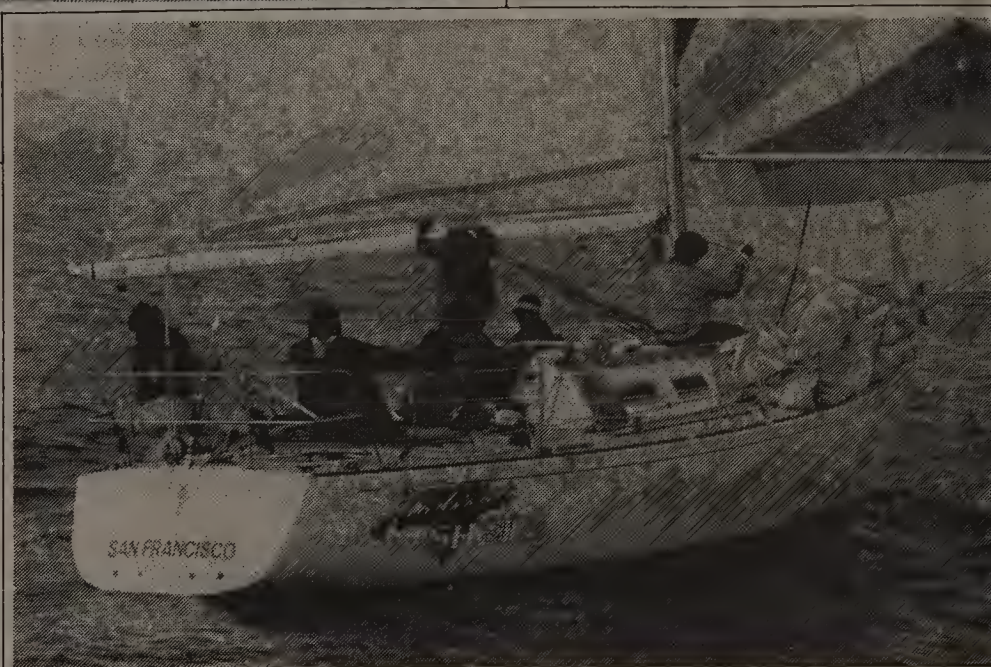
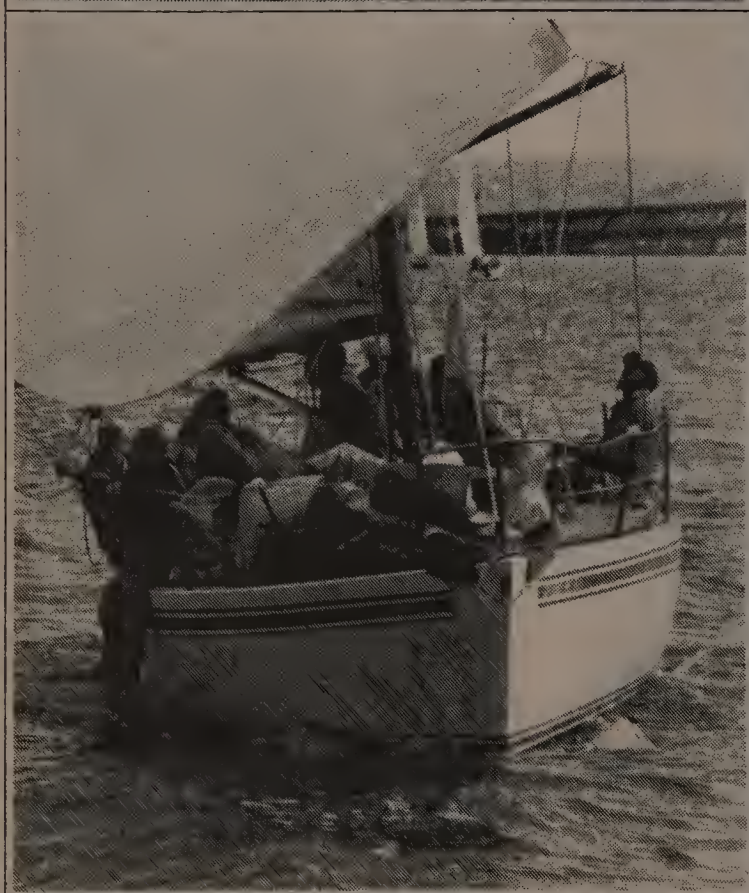
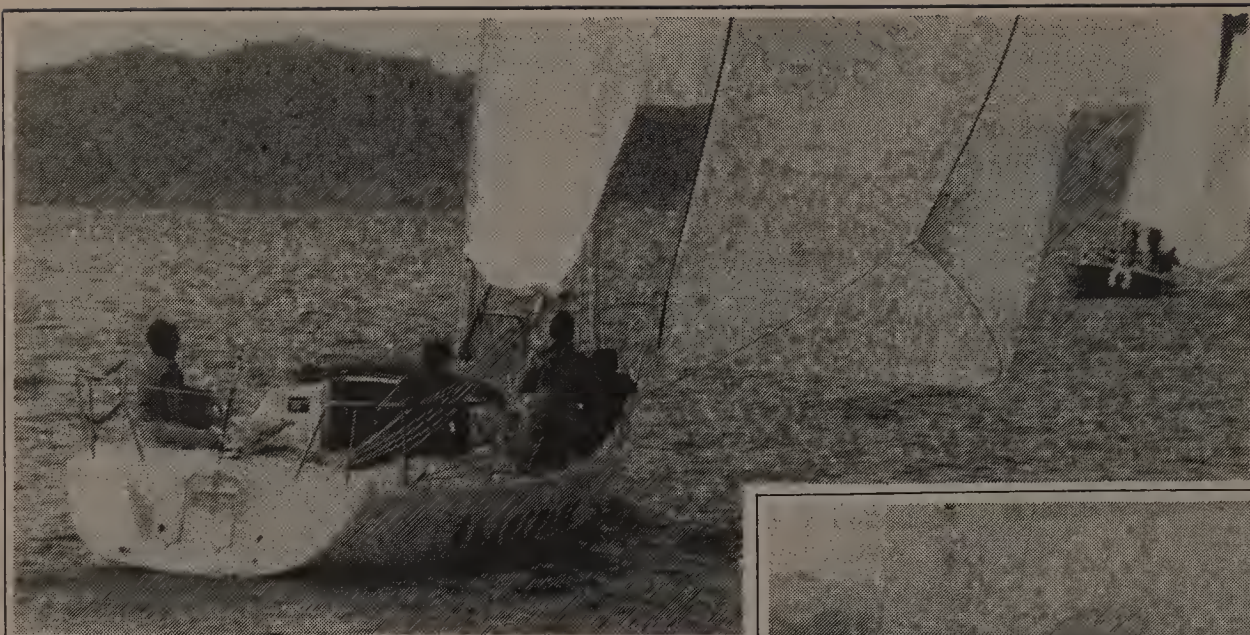
CLASS B (96-114) — 1) **Been There, Done That**, J/80, Dave Furbush; 2) **Novia**, Cal 39, John Webb; 3) **No Kidding**, Unknown, Arne Jonsson. (10 boats)

WYLIE 34 — 1) **Friction Factor**, Will Paxton; 2) **Annalise**, Paul Altman. (5 boats)

J/105 — 1) **Jest**, Jim Cascino; 2) **Limelight**, Harry Blake. (4 boats)

CLASS D (115-132) — 1) **Twilight Zone**, Merit 25, Paul Kamen; 2) **Mega**, Mega 30, Bob Hickey; 3)





**Top Secret**, SC 27, Bruington/Arnold. (8 boats)

**OLSON 25** — 1) **Vivace**, Bill Riess; 2) **Jenni**, Jay Aiken. (5 boats)

**MOORE 24** — 1) **Hurricane**, Adam Sadeg; 2) **Sassy Mama**, Karin & John Selbach. (4 boats)

**CLASS E (133-159)** — 1) **Screamer**, Capo 30 mod., Dick Horn; 2) **Blue Max**, Dehler 34, Jim Freeland; 3) **Chili!**, Santana 30, Michael Maurier. (10 boats)

**CLASS F (160-180)** — 1) **Grand Slam**, Cal 29, Fred Minning; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Crinan**, C&C 30, Bill West. (8 boats)

**CATALINA 30** — 1) **Biophilia**, Mary Gallup; 2) **Outrageous**, Ken Speer; 3) **Mona Too**, David Halaby. (8 boats)

**SANTANA 22** — 1) **Go Dog Go**, Bill Vanderslice; 2) **#99** (aka 'Maxwell Smart?'), Bob Barksdale; 3) **Shazam!**, Bud Sandkulla. (10 boats)

**CLASS H (198-254)** — 1) **Jubilee**, Ariel, Don Morrison; 2) **Alien Nation**, T-Bird, Jim Glosli; 3) **Maeve**, T-Bird, Nancy Pettengill. (8 boats)

**CHALLENGER** — 1) **Summers End**, Ruth

Summers; 2) **Runaground Sue**, James Van Blarigan; 3) **Gunga Din**, Jan Grygier. (6 boats)

**CLASS I (non-spinnaker)** — 1) **Redline**, J/35, Bill Fawn; 2) **Roeboat**, Catalina 30, Rod Decker; 3) **Chiquita B**, C&C 33, Peter Williamson. (14 boats)

**CATALINA 34 (non-spinnaker)** — 1) **Wind Dragon**, Dave Davis. (3 boats)

### San Francisco YC Fall Series

The second half of the San Francisco YC midwinters was held in light air on December 18-19. Saturday's race, according to race official Bob Christensen, was "your typical unmitigated midwinter disaster." The Race Committee tried to send the small fleet through the Straits to a buoy in the North Bay and back, but only about 40% of the fleet finished before the flimsy northerly died. The wind returned, but barely, for Sunday's race, a twice-around triangle on the Hard-Knox course.

Final results of the four-race series follow.

**'38 Special'**, our photoboat, lives again! We used it to take these shots of EYC's recent Jack Frost Series. All photos/RS.

The CYC Midwinters pick up where the Fall Series left off beginning on January 15-16.

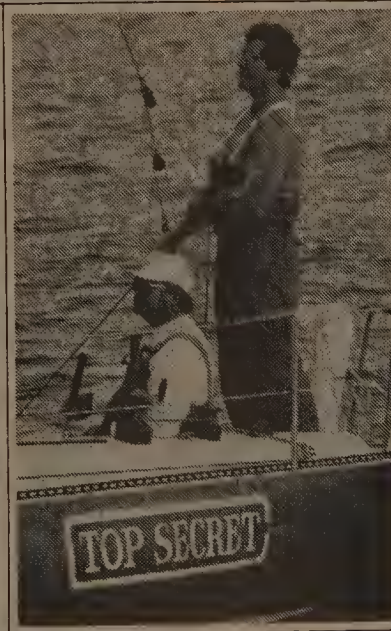
**MULTIHULL** — 1) **Indigo**, Dragonfly, Mike Taylor, 4.75 points; 2) **Aotea**, Antrim 40, Peter Hogg, 7.75. (2 boats)

**11:METRE** — 1) **Sebastiani Vineyards**, John Sweeney, 4.75 points; 2) **Susie Kate's**, Priscilla Troy, 5.5; 3) **Allegre**, John McCallister, 9. (5 boats)

**DIV. I (0-100)** — 1) **Fever**, J/35, Barry Danieli, 11.75 points; 2) **Ringmaster**, Express 37, Leigh Brite, 11.75; 3) **X-Dream**, Jeppesen 39, Steen Moller, 14.75; 4) **Ozone**, Olson 34, Carl Bauer, 17; 5) **Kingfish**, SC 40, John Kerslake, 18.75. (11 boats)

**DIV. II (101-169)** — 1) **US #77**, Melges 24, Greg Dorland, 21.5 points; 2) **Barking Dog**, Olson 25, Jeffrey Kroeber, 22; 3) **Blue Ribbon**, Etchells, Dinny Waters/Randy Ferguson, 23; 4) **Fire Drill**, Tartan Ten, Lambert Thom, 25.75; 5) **In the Bag**, J/29,





# RACING SHEET

points; 2) Erich Chase, 6.5; 3) Del Olsen, 8; 4) Chris Maas, 14; 5) Dawn Miller, 15. (10 boats)

LIDO 14 — 1) (tie) Doug Hamilton & Joe Davis, 2.75 points. (2 boats)

FJ — 1) Linda Brandon, 2.25 points; 2) Sean Dyer, 3.75. (5 boats)

VANGUARD 15 — 1) Adam McAfee/Michelle Creesy, 1.5 points. (1 boat)

JY 15 — 1) Norm Bourussa/Alan Podawiltz, 2.75 points. (3 boats)

FIREBALL — 1) Pierrick Pedron, 1.5 points. (3 boats)

LASER II — 1) Dave Chatham, 1.5 points; 2) Katherine Kuzina, 5; 3) Lee Ann Need, 7; 4) Brent Harrill, 9; 5) Matt Mink, 12. (12 boats)

505 — 1) Patrick Andreasen/Meade Hopkins, 2.25 points; 2) Toby Cooper/Howie Marion, 8; 3) Dennis Rowedder/Steve Marsh, 10. (7 boats)

INTERNATIONAL 14 — 1) Keith Stahnke, 2.25 points; 2) Dave Klipfel, 7; 3) (tie) Eric Arens & Larry Craig, 12; 5) Paul Disario, 18. (15 boats)

THISTLE — 1) (tie) Eric Stoelting & Kristofer Vogel song, 2.25 points. (2 boats)

LIGHTNING — 1) Mike Molina, 1.5 points; 2) Elissa Hall McQuillin, 4. (4 boats)

WYLIE WABBIT — 1) Colin Moore, 2.25 points; 2) Zane Working, 9; 3) Bill Erkelens, Jr., 11; 4) (tie) Bill Gardner & Mark Harpainter, 18. (11 boats)

MULTIHULLS — 1) Bill Erkelens, Sr. (Tornado), 4.5 points; 2) George Pedrick (Hobie 20), 4.75; 3) Margaret Harris (Hobie 20), 8. (7 boats)

## Santa Cruz YC Midwinters

Races three and four of the Santa Cruz YC Midwinters went off without a hitch on December 18, as 24 boats sailed two 3.1-mile courses in 8-10 knots of breeze. Well, there was one slight hitch: In the second race, the SC 27 *Mistress Quickly*, on port, T-boned the Olson 30 *Bullet* in what one ear-witness called "an incredibly loud collision."

Cumulatively, after 4 of the scheduled 10 races, *Animal House* is dominating Division A with four bullets. In Division B, *Mooregasm* has pulled into a slim lead over sistership *Great Pumpkin*.

DIV. A (0-135) — 1) *Animal House*, Olson 30, Akrop/Lezin, 1.5 points; 2) (tie) *Escape*, Express 37, Steve Dilbeck, and *Hanalei Express*, SC 27, Sturgeon/Schuyler, 7; 4) *Flying Squirrel*, SC 33, Jack Gordon, 9; 5) *AWB*, Santana 35, Darrel Louis, 11. (13 boats)

DIV. B (136-up) — 1) *Mooregasm*, Moore 24, Hank Niles, 2.75 points; 2) (tie) *Bruzer*, Moore 24, Garski Tracey, and *Adios*, Moore 24, Scott Walecka, 6; 4) *Snafu U*, Moore 24, Conerly/Berryman, 6.75; 5) *Great Pumpkin*, Moore 24, Jim Maloney. (11 boats)

## Sausalito YC Midwinters

A 46-boat fleet, bolstered by a bullish Bear turnout, sailed in Sausalito YC's second midwinter race on the sunny afternoon of

David Wadbrook, 28. (12 boats)

DIV. III (170-above) — 1) *Shanghai*, Islander 28, Ken Jesmore, 6.75 points; 2) *Dulcenea*, Coronado 27, John Slivka, 12.75; 3) *Ruckus*, Newport 30 Mk. I, Paul von Wiedenfield, 14. (5 boats)

## RYC Small Boat Midwinters

Results of Richmond YC's first Small Boat Midwinter Regatta, held on December 5, follow. See pages 92-97 for pictures and commentary.

### INNER COURSE:

EL TORO, JR. — 1) Dana Jones, 10 points; 2) Jason Martin, 13.5; 3) The Unknown Junior, 20; 4) Nick Nash, 25.5; 5) Laurel Snetsinger, 27; 6) Chas Freitas, 28; 7) Rufus Isoberg, 33; 8) Abby Swann, 36; 9) Suzanne Brown, 40; 10) Jessica Amen, 46. (24 boats)

EL TORO, SR. — 1) Hank Easom, 18.75 points; 2) George Morris, 19.75; 3) Gordon Nash, 20.75; 4) Hank Jotz, 21; 5) Dennis Silva, 21; 6) Jim Warfield,

22; 7) Fred Paxton, 23; 8) Robert Hrubes, 31; 9) Jim DeWitt, 32; 10) Steve Miller, 47. (21 boats)

JESTER — 1) Chris Watts, 5.5 points; 2) Dennis Bassano, 15.75; 3) Andre LaCour, 17; 4) Ian Klitzka, 19.75; 5) Alan Wirtanen, 22. (11 boats)

SNIPE — 1) Jim & Lynn Grubbs, 11.5 points; 2) Ned Niccolls, 13.75; 3) Doug Cefali, 15; 4) Sebastian Casalaina, 17.75; 5) Smith/Koltko, 19. (13 boats)

### OUTER COURSE:

SUNFISH — 1) Bob Cronin, 1.5 points. (2 boats)  
BYTE — 1) Michele Logan, 1.5 points; 2) Gene Harris, 4. (5 boats)

OK DINGHY — 1) (tie) Chris Nash & Gordy Nash, 2.75 points. (3 boats)

LASER — 1) (tie) Matt McQueen & John Oldham, 2.75 points; 3) (tie) Madhavan Thirumalaj & Patrick Whitmarsh, 7; 5) Tom Dobroth, 12; 6) (tie) Jason Fain & Don Nazzal, 16; 8) (tie) Bart Hrris & Will Benedict, 21; 10) Russ Klein, 22. (30 boats)

INTERNATIONAL CANOE — 1) Paul Miller, 5.75



# THE RACING

December 5. After a 20-minute postponement, an 8-10 knot westerly filled in and the Race Committee sent the larger boats off on a 4.9-mile course and the smaller ones off on a 3.4-mile one.

Though many people felt the courses were a bit on the dwarfish side, all agreed that it was a gorgeous day to be sailing on San Francisco Bay. "It's days like this that remind why you moved out here," commented Perezoso's Jeff 'Captain Nemo' Nehms.

SPINNAKER (0-160) — 1) **Absolute 88**, Wylie 37, Keith MacBeth; 2) **Adrenaline Rush**, 11:Metre, Mark Luckes; 3) **Jose Cuervo**, J/105, Sam Hock. (9 boats)

SPINNAKER (160-up) — 1) **Renaissance**, J/24, Brad Melmon; 2) **Dulcenea**, Coronado 27, John Slivka; 3) **Perezoso**, Excalibur 26, Davis/Nehms. (12 boats)

NON-SPINNAKER (0-170) — 1) **Patriot**, Yamaha 33, Roy Kinney; 2) **Lone Star**, Serendipity 43, Team Reed; 3) **Windwalker**, Islander 36, Shoenhair/Gil-liom. (7 boats)

NON-SPINNAKER (170-up) — 1) **Sunda**, Oldie 35, Robert Rogers; 2) **Inshallah**, Santana 22, Shirley Bates; 3) **Roeboat**, Catalina 30, Rod Decker. (9 boats)

boats for a current-plagued, light air drifter — quite the opposite of last month's gusty opener.

Back at the club, special 'Turkey Day' prizes were awarded to the boat which finished furthest ahead of the next competitor on corrected time, and a like award for the tail-end Charlie. The *Hot Flash* crew went home with a bottle of Wild Turkey for correcting out 6 minutes, 5 seconds ahead of *Perezoso*. We won't embarrass the other 'winner' by naming them here — but they finished last by a whopping 14 minutes behind the next boat!

The December race fell on Christmas Day, so for obvious reasons the series took a recess last month. The SCC Midwinters will resume on January 29.

MULTIHULLS — 1) **Pegasus**, F-27, Andrew Pitcairn. (2 boats)

SPINNAKER — 1) **Hot Flash**, J/30, George Kokalis; 2) **Perezoso**, Excalibur 26, Denny Sargent. (5 boats)

NON-SPINNAKER (under 200) — 1) **Fall Line**,

## LATEST PACIFIC CUP ENTRIES

<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Hailing Port</u>
<b>DOUBLEHANDED</b>			
<i>George</i>	Olson 25	Craig Douglas	San Rafael
<i>Moonshine</i>	Dogpatch 26	Bill & Melinda Erkelens	Piedmont
<i>Stray Cat</i>	Olson 30	Rebecca Dymond/Paul Parsons	Soquel
<i>(No Name)</i>	Olson 30	Cal Maritime Acad./S. McElhose	Vallejo
<i>Sting</i>	Soverel 33	Bill Huseby & Joe Groshong	Vancouver, WA
<i>Arcachon</i>	Joshua 47	Eric Best	San Francisco
<b>PCR</b>			
<i>Roadhouse Blues</i>	Hawkfarm	Brian Boschma	San Jose
<i>Tsirir</i>	Olson 29	Dan Nitake	Santa Cruz
<i>(No Name)</i>	Olson 30	Paul Martson	Ocean Beach
<i>Cape Farewell</i>	Westsail 32	Daniel Goodman	Novato
<i>Kaimiloa</i>	J/35	David Nottage	Kaneohe, HI
<i>Ta Mana</i>	Trisbal	H. Bernard Quante	San Rafael
<i>Spirit</i>	Express 37	Andy Rothman	Sausalito
<i>Santiago</i>	Ericson 38	Jim Conklin	Chico
<i>Wild Type</i>	Ericson 38	John Pohle & Chris Conner	Roseville
<i>(No Name)</i>	Freya 39	The Sailing Connection/M. Swift	Pt. Richmond
<i>Happy Trails</i>	Valiant 40	David Bennett	San Leandro
<i>Promotion</i>	SC 40	West Marine Syndicate	Watsonville
<i>Scorpio</i>	Wylie 42	Lon Price	Pt. Richmond
<i>(No Name)</i>	Serendipity 43	Smart PC Mktg/B. Ducey	Santa Cruz
<i>Route du Vent</i>	Pedrick 43	Seth Bailey	Alameda
<i>Triumph</i>	Brewer 47	Steve Hunt	Lafayette
<i>Tyee</i>	Orion 50	William Robbins	Corona del Mar
<i>Chap</i>	S&S 50	Lawrence Gold	Pleasant Hill
<i>(No Name)</i>	SC 70	Club Nautique/D. Forbes	Alameda

SSS — 1) **Aotea**, Antrim 40, Peter Hogg. (3 boats)  
 BEAR — 1) **Smokey**, Steve Robertson; 2) **Chance**, Glen Treser; 3) **Cirrus**, Chris Ogilvie. (9 boats)

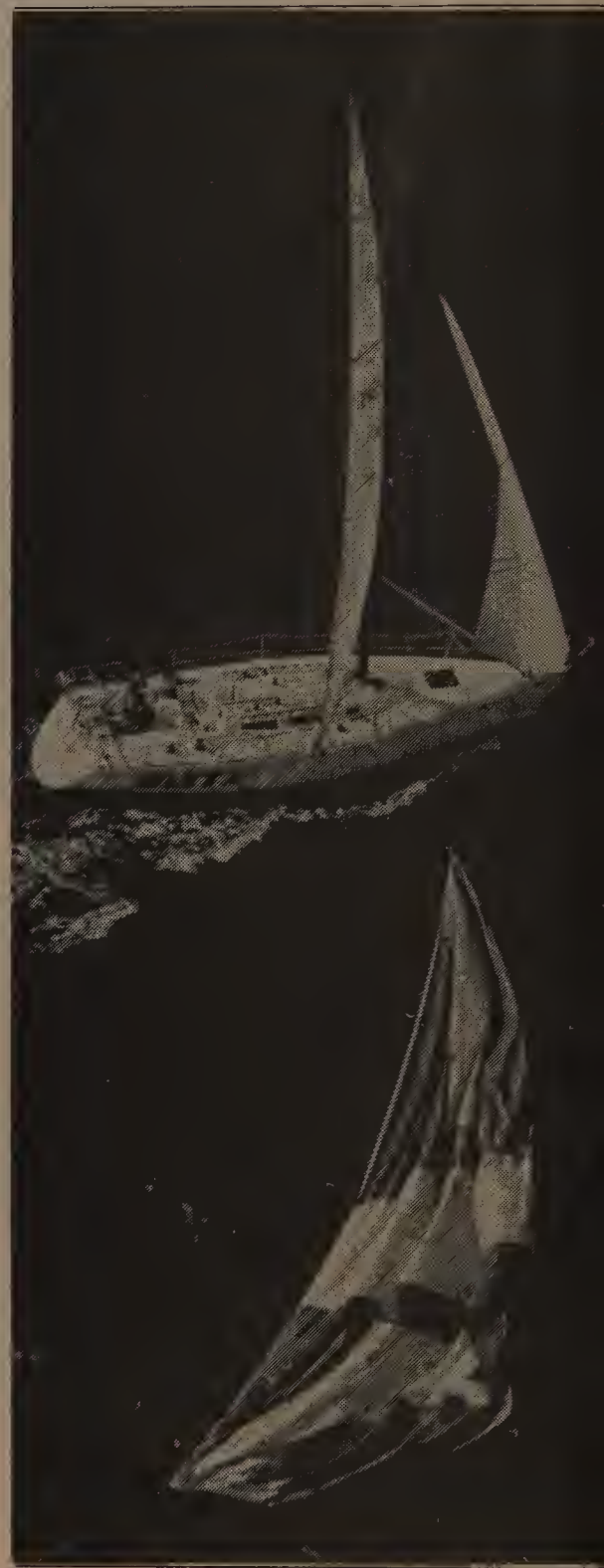
### Sausalito CC Midwinters

The November 27th version of the Sausalito Cruising Club's Midwinters attracted 26

Olson 911S, Jim Kent; 2) **Bear**, J/30, John Milward; 3) **Lively Lady**, Mull 30, Jason Bright. (8 boats)

NON-SPINNAKER (over 200) — 1) **P Trap**, Cal 20, Gerry Gorski; 2) **Volker**, Folkboat, Peter & Susie Jeal; 3) **Galante**, Folkboat, Otto Schreier. (8 boats)

RANGER 23 — 1) **Impossible**, Gary Kneeland. (3 boats)



### Race Notes

It's a sellout! Entries keep pouring in for next July's **West Marine Pacific Cup**, with 59 paid-up boats already and a few more whose "check's are in the mail." Previously, the race was limited to 50 boats; this year, the limit has been raised to 60. Of course, some boats will drop out as plans change, so it's still worth getting on the waiting list. The latest entries appear in the box elsewhere on this page (last month we ran the first 34 boats). The doublehanded division looks particularly strong — it includes six Olson 30s, several male/female teams and the defending champion, Bill Huseby and his Soverel 33 *Sting*. The fully-crewed divisions will be paced by Steve Rander's Wylie 70





ALL PHOTOS/LATITUDE ARCHIVES

What do these four boats have in common? For the answer, see 'Race Notes'.

**Rage.** Steve's wife Nancy will be racing against him as skipper of *Magic Carpet*, one of **three all-women crews**. *Out 'n About*, a Farr 1020 sailed by the Hawaii Women's YRA, and *Andiamo III*, Susan Kerr's Seattle-based HC 43, are the other two. If you're interested in the Pac Cup, don't miss their get-together on February 4 (see *Calendar*). Call Mary Lovely (415) 441-4461 for any more information on the party or the race.

**Done deals:** The Swan 53 *Soñador*, which languished at its dock in Sausalito for almost a year, was just sold to Mark and Carolyn Guidry. They're already off on a

cruise to Mexico and beyond. . . Another boat that has departed the Bay Area recently is Bob Garvie's first *Bullseye*, the Tripp 40. It now lives in Virginia. . . Rulesmeister Roger Eldridge just sold his Ranger 23 *Last Chance* to a buyer up in Redding. The new owner will sail it at Whiskeytown, where it'll look like a SC 70 compared with everything else. . . Pakhtun Shaw, an accomplished skiff and scow sailor from Sacramento, recently acquired **IOD #85**, built in 1947. Being properly superstitious, Pakhtun's researching the original name of the boat and will change it back to whatever that proves to be. The IOD fleet, incidentally, is now up to 13 racing members. . . Two Express 37s are under new management: *Blitz* now belongs

to John Webb of Vallejo, former owner of the C&C 40 *Invictus*; Dean Dietrich of San Francisco is the proud new owner of *Flamingo*. . . Peter and K.D. Rookard, members of Encinal YC, just purchased the aluminum N/M 30 *Tin Man*, which will be renamed *Insufferable*. . . Harry Blake recently sold his race-winning J/30 *Limelight* to a Canadian buyer and moved up to the dark blue J/105 *Midnight Express*, which he promptly renamed *Limelight*. Boat junkie Allen Bray was the previous owner of both *Tin Man* and *Midnight Express*. Bray is down to one boat now (we think), the Melges 24 *Route 66*. . . Are boats moving again, or is it our imagination?

Briefly noted: The **South Bay YRA Midwinters** got off to an ominous start on November 20, as only 12 boats showed up for a light air race run by Coyote Point YC. Worse yet, only one boat — **Dave Few's** C&C 36 *Chablis III* — finished. . . Alameda sailmaker **Howie Marion** is kicking derriere in Monterey Peninsula YC's '**93-'94 Perry Cup Series** for Mercuries. After 6 of 10 races in the series, *Disco Volante* ("flying saucer" in Italian) is 13.75 points ahead of Dave West's *Space Invader*, Doug Baird's *Exterminator* and the rest of the 21-boat fleet. Toby Cooper and Kelly Robinson have alternated as Howie's crew.

**Grand prix notes:** The number one match racer in the world, **Russell Coutts** of New Zealand, took the Steinlager-Logan Cup in Auckland, NZ, in late November over number two ranked Peter Gilmour. Coutts has a comfortable lead over Gilmour in the overall standings; former world champ Chris Dickson has slid to eleventh while enjoying the Whitbread Race. The top American is Ed Baird, who continues to occupy the number three spot. . . Victor Forss' Farr 50 *Carat VII* Citroen recently won the five-regatta **International 50-Foot World Cup** season championship despite being the oldest boat on this shrinking circuit. Marc Pajot, backed up by his French America's Cup crew, was the winning helmsman. The season ended with the Key West 50-Foot World Cup on December 2-5, won by the last year's season winner, *Champosa*. It was the tenth 50-Footer regatta that driver John Koliuss has won, most of them on the R/P 50s *Abracadabra* and *Champosa*.

Magnificent men and their flying machines: The **International Canoe PCCs** attracted 11 boats at Richmond YC on December 4-5. Though the regatta really wasn't much more than a 10-mile light-air 'distance' race on Saturday followed by Sunday's RYC/SBRA regatta, the occasion was noteworthy for its relatively large turnout (including a guy from San Diego and a



# THE RACING

Swede who temporarily lives in New Mexico). **Erich Chase**, who recently finished fourth in the Worlds, came on strong in the last two races to claim the title. Top five: 1) Erich Chase, 7.25 points; 2) Paul Miller, 9.75; 3) Del Olsen, 10; 4) Dawn Miller, 20; 5) (tie) Anders Petersson and Chris Maas, 22.

Games people play: St. Francis YC dominated Richmond YC in the revival of the **Elizabeth McCaw Cup** on Sunday, December 5. Held in flat water and light winds near Southampton Shoals, the format was a best 3-out-of-5 team race, with three Express 27s to a side. The Saints swept the series 3-0 on strong performances by Seadon Wijzen (*Sonita*), Carl Schumacher/Ted Wilson (*Moonlight*) and Brad Whittaker/Norm Davant (*Bessie Jay*). Runner-ups were Dave Hodges (*Sweet Pea*), Kame Richards/Jim Antrim (*Frog in French*) and Skip Shapiro (*Trimmer*). "It was a pleasant diversion, a whole new way to enjoy our boats," claimed Schumacher. Team racing seems to be catching on locally; rumor has it that St. Francis may host a weeknight team racing circuit for Lasers and J/24s next summer.

"Bring back the 50s!" enthuses **Dave Dillehay**, who mercifully isn't talking about crewcuts, bobby socks, Elvis or the cold war. Rather, Dillehay — owner of the Andrews 56 *Aldora* and the driving force behind the newly reorganized **California Fifties Fleet** — was promoting the first annual **Riches to Rags Regatta** on February 5 in Los Angeles Harbor. It's a 'media race' to kick off what promises to be a great season for the revitalized 50s fleet. *Latitude*, along with a eight other sailing 'rags', has been invited by the 'riches' to participate in a 9-boat fleet race featuring *Aldora* and *Chipango* (Andrews 56), *Two Dog Gone* (SC 52), *Stealth Chicken* (Perry IMS 56), *Persuasion* and *Cantata II* (Andrews 53), *Wolfpack* (IMS Choate 48) and *Bay Wolf* and *Ralphie* (SC 50s). It'll no doubt be humbling to race against the likes of Tom Leweck (*Sailing World*) and Steve Grillon (*Performance Sailing*) in their own backyard — but we wouldn't miss it!

Public service announcement: By the time you read this, there should be three brand new yellow fiberglass buoys on the **Olympic Circle** ('XOC', 'E' and 'C'). The Coast Guard apparently decided that the old unlit steel ones (which have served us well since 1985) are a hazard to navigation and must all be replaced over the next few years. However, YRA's already strained budget can only support switching over a few at a time. Corporate or individual sponsorship for all nine buoys of the Berkeley Circle (estimated at \$12,000) is therefore being considered by the YRA board, though not yet actively



sought. Anyone with any brainstorms on the subject (or loose change) should call '**Buoy Bob**' **Thalman** at (415) 673-1236.

Optimistic idea: Does the Bay Area really need another 'training boat' besides the El Toro? Don Trask, Howie Marion, Patrick Andreasen and other junior sailing gurus think so, and they claim the **Optimist Pram** is just the answer. With a more stable hull and less sail area (35 square feet as opposed to the El Toro's 49), the Optimist allows kids as young as six to get out on the water. "Most Bay Area sailing programs don't take kids until they're 8 or 10 years old," says Andreasen. "Compared to the rest of the country, that's starting late." There are currently over 400,000 Optimists worldwide; Coyote Point YC is the only local stronghold, with a fleet of five. Don Trask and West Marine Products will supposedly begin selling Optimists in the near future. Could this be the beginning of the end for El Toros?

Snap-on tools: SoCal designer/builder **Leif Bailey**'s latest creation, the 3,800-pound **B-32**, will feature interchangeable keels for different conditions. Each of the four keels (buoy racing, TransPac, Whitbread 30 and shoal) 'plug in' to the same bolt pattern, making the B-25's big sister an exceedingly versatile boat. Designed for

*'Moonlight' and 'Sonita' (sounds like a Beethoven melody!) in the McCaw Cup. Is team racing an idea whose time has finally come?*

PHRF and one design competition, the light (3,800 pounds) B-32 is also an entry level distance racer. Base price is \$39,000; Bailey intends to build 10 of these hot new rides in '94. Call 909-279-0781 to get the lowdown.

What's in a name? Joe Spronz, commodore of the host Bay View Boat Club, drove his chartered *Warm Boot* to twin bullets in the weather-shortened **Islander Bahama 24 Nationals** on November 28. Tied for second were Bud Cohen's *Goose* and Aldo Peruch's *Cahada*. Only three other boats sailed in the light air two-race regatta, which seems to us like a misuse of the term 'nationals'. And does *Warm Boot* mean what we think it does?

Congratulations! **Tom 'Mr. Mexico' Leweck**, has been enticed out of retirement by *Sailing World*, who hired him on as West Coast editor last month. . . **Dave Allen** of Belvedere was recently honored as San Francisco YC's Yachtsman of the Year. For anyone too young to remember, Allen — one of the true gentlemen in our sport — put West Coast sailing on the international map with his *Improbable* and *Imp* campaigns during the '70s. . . Kevin Mahaney and John





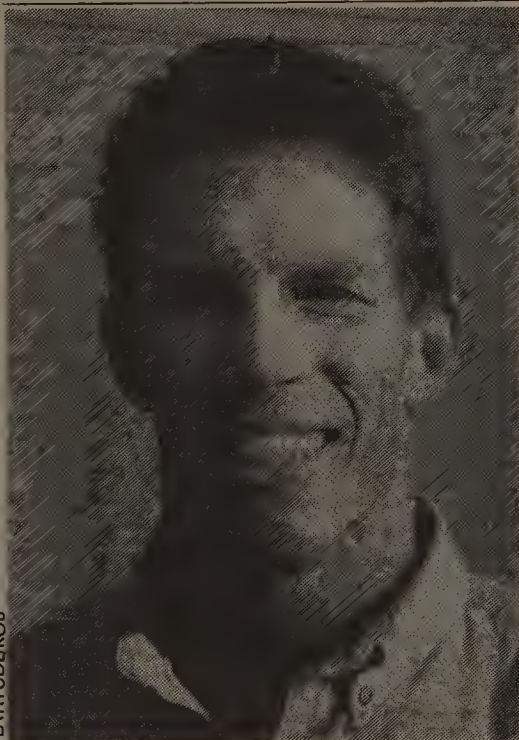
LATITUDE/ROB

Kostecki have invited **Stuart Felker** of Sausalito to join their PACT 95 America's Cup effort. He'll be 'trying out' for the team by sailing on *Heaven Can Wait* as their mastman at Key West Race Week. If all goes well, Felker, age 37, will take a sabbatical from his job at Autodesk in the early fall and join the PACT compound in San Diego. "I'm not sure where I'll end up on the boat," said Stuart, who'll double as PACT's AutoCAD specialist. "They already have a lot of good mastmen, so maybe I'll end up grinding. I've been going to the gym every morning at 6 a.m. to get ready!"

Class actions: John Sweeny reports that he just sold **11:Metre** hull #101 to John Mandell, a *Dolphin Dance* alumnus who recently moved from Santa Cruz to Austin, Texas. There are currently two used 11:Metres "clogging up" the market (Brian Mocks' and John Tuma's); call John at (415) 567-8880 for details. The 11:Metres supposedly will be out in force at Corinthian YC's expanded midwinter series on January 15-16. ... The **Moore 24** class continues to rebound in a big way. "You can still buy one of these beauties for less than \$7,000 — but hurry!" writes new vice-president-for-life Peter Carrick. He and president-for-life Joel Verutti are cooking up a full season of fun

events for Moore 24 sailors, including the new California Surf and Safari Championship Series for the **Roadmaster Cup**. That six race series begins with the Three Bridge Fiasco and ends with the Great Pumpkin Regatta. Call Carrick for particulars, (408) 475-0384.

It's America; reach out and sue somebody. **Dobbs Davis**, who recently moved back to Annapolis, writes: "The **Mike Plant** saga hasn't yet sunk, as his fiancée Helen Davis has filed suit against Concordia Yachts, builder of *Coyote*, seeking \$6 million in damages. Apparently, besides charging wrongful death, she had a plan to use his boat to sail around the world herself in the upcoming BOC, and now wants compensation to fulfill that plan. She's reportedly retained **Jerry Milgram**, MIT propeller-head professor of fluid dynamics and part of the A<sup>3</sup> design team, to testify on her behalf about the allegedly faulty attachment of the bulb to the carbon keel blade. Concordia's expert witness was **Gary Mull**, who unfortunately is no longer available for comment. It'll be interesting to see how this one shakes out, because its widely known around here



LATITUDE/ROB

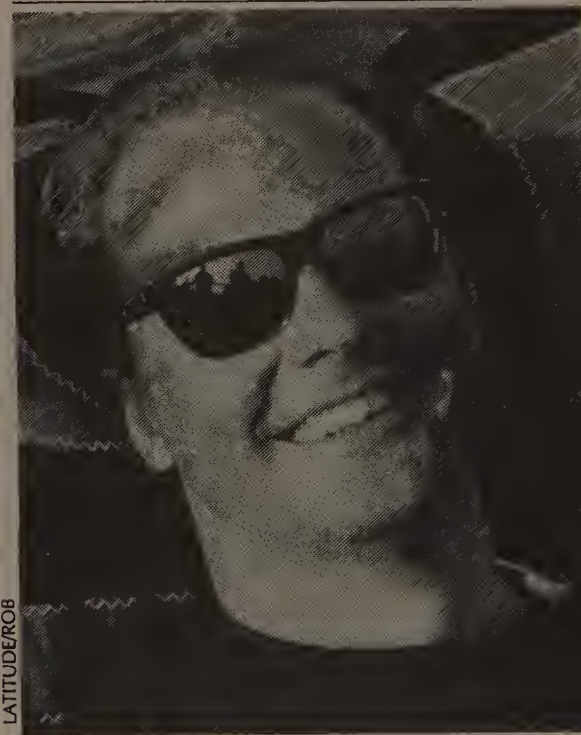
**Stuart Felker**, a regular on 'Bullseye', has been recruited by John Kostecki for the PACT America's Cup team.

that Plant grounded the boat on his way back from the Annapolis Boat Show last year and didn't have the time or money to haul out to inspect, or effect repairs, prior to setting out across the Atlantic." We'll try to follow up on this sorry saga next month —

stay tuned.

Road warriors: *Morning Glory* and *Bullseye* will sail at **Key West Race Week** on January 16-21. The former, sporting a new keel, will sail with a 14-man crew made up of owner/driver Hasso Plattner, tactician Dee Smith, Bob Billingham, Alan Weaver, Ronn Lowenthal, boat captain Charles Whitten and assorted friends of Hasso's from Germany. The only bullets these German 'tourists' hope to take are at Key West, not Miami. *Morning Glory* will return to the Bay Area afterwards; *Bullseye* will remain on the East Coast at least through Antigua Race Week (end of April), and possibly indefinitely. "It's an IMS boat, and there just isn't an IMS scene in San Francisco," explained driver Kimo Worthington. Sailing on *Bullseye* at Key West are owner Bob Garvie, Kimo Worthington, Peter Cameron, Dennis George, Dave Gruver, Craig Healy, Dave Kresge, Jeff Madrigali, Ernie Rodriguez and an undetermined tenth person (probably not Eddie Marez).

Attention, bargain hunters! The six races on the 1994 **Singlehanded Sailing So-**



LATITUDE/ROB

**Howie Marion**, who's merging his sail loft with UK, is currently leading the Perry Cup Series.

ciety schedule are as follows: Three Bridge Fiasco (1/22), Singlehanded Farallones (3/26), Corinthian Race (6/18), South Beach Race (7/16), the new Cityfront YRA Race (9/10) and the Vallejo 1-2 (10/15-16). Individual races, such as the upcoming Fiasco, can be entered for \$35 — but it makes a lot more sense economically to enter the whole series for \$100. You get a commemorative goody (e.g., T-shirt, coffee

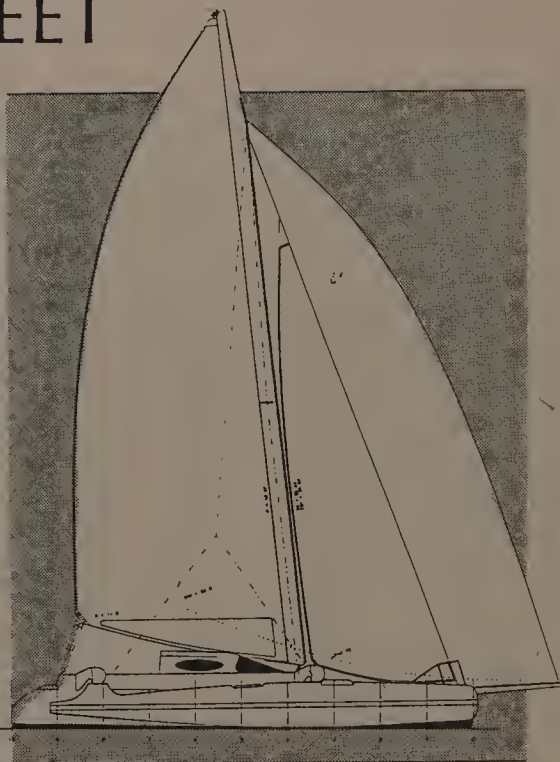


# THE RACING SHEET

mug, sweatshirt) for each race and, as of last year, SSS is a recognized yacht club by YRA. (Until BAMA and SSS were admitted last year, CalSC was the cheapest way to satisfy the yacht club requirement for racing on the Bay.)

**Tahiti tidbits:** The talk about a Transpac YC-hosted **Tahiti Race** this summer turns out to be, well, just talk. Only half a dozen boats have expressed interest, no firm commitments by boats or the TransPac YC have been made, and the race is officially still "in limbo" as the proposed late June starting date looms. Our gut feel is that this race won't happen — hopefully, they'll prove us wrong. Meanwhile, Keith Buck informs us that the newly incorporated **Tahiti Cup Association** has 20 charter members and has received 30 inquiries about their race to Tahiti on June 10, 1995. "I'm definitely going, even if no one else does!" states Buck, owner of the Farr 36 *Petard*.

**Spashdown!** The long-awaited launching of *Erin*, the first **Antrim 30+**, occurred at Svendsen's on December 11. Owner **Dan Buhler** of Piedmont named the 30 foot, 8 inch, 3,600-pound multihull after his daughter. Designer Jim Antrim and builder



*The Antrim 30+'s official debut will occur at Encinal YC on the afternoon of January 16. Check it out!*

Ron Moore, who began the project over a year ago, are hoping to line up against Corsair Marine's demo F-31 in January's Corinthian YC Midwinters. Antrim was reluctant to compare the two designs, but we gathered that the Antrim 30 has a slightly

bigger interior, higher displacement amas for increased safety and may have the edge in speed. We'll have more on *Erin* next month. In the meantime, if you'd like a brochure or a test sail on this hot-looking new boat, call Jack Sheldon of Alameda Multihulls at (510) 523-8718.

**Odds and ends:** **Dennis Conner** took seventh in the Etchells Worlds in Brisbane, Australia, at the end of November. Australians Colin Beashel, Ian Brown and John Bertrand took the top three spots in a windy regatta that will be remembered for a controversial RC call in race two, when they unbelievably awarded 69 of the 78 boats a PMS ('pre-mature start'). . . Kiwi Whitbread hero **Peter Blake** and Frenchman **Olivier de Kersauson** are set to attack *Commodore Explorer's* Trophée Jules Verne record of 79 days, 6 hours, and 15 minutes beginning early in January. Blake's *Enza*, a 90-foot cat, and De Kersauson's *Lyonnaise des Eaux-Dumez*, an 88-foot tri, will begin their match race from Brest, France, when each skipper agrees that the conditions look right. If the boats hold up (it's the second attempt for each) and the weather cooperates, Blake believes a time of 75-77 days is possible.

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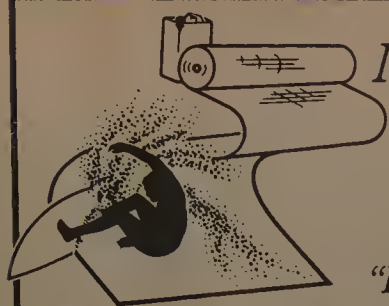


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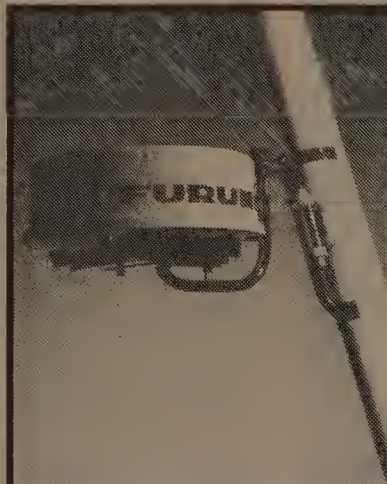
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# CHANGES

With reports this month from **Lyric** on breaking away from the American Dream; from **Dreamer** on passage-making; from **Daddaboa** on coming up the coast of Baja in November; from **Sea Star** on sailing from Boston to San Francisco; from **Sea Bear** on the Milk Run; and, lots of **Cruise Notes**.

## Lyric — 25-Ft Wooden Sloop Steve Dowdney Seattle (Things I Left Behind)

The winter and spring that I spent last year in Sausalito at Kappa's Marina may become the most memorable days of my life. For it was during those wet, windy nights that my voyage came into focus.

I had arrived from the Northwest in a 40-year-old, 25-foot sloop with no intentions, no prospects and a past that was disillusioned by the reality of 'the American Dream'.

With the coming of spring, I knew I would sail south, transit the Canal, wander the Caribbean, then some day settle in the Carolinas. I'd been a boy in the Carolinas, before life had become so complicated.

Recently I knew I had made the correct decision when a feeling of accomplishment overwhelmed me after a long overdue sail

impractical, I had to complete the job by rote and feel.

As I crawled forward on the pitching foredeck, I felt my lower lip tremble when I began to feel sorry for myself because my boat had no lifelines. But lifelines and bow pulpits, electricity and space, credit cards and mortgages — these are the thing I'd left behind. So I wrestled with the flailing fabric, hanked on a smaller jib and finally collapsed in the cabin. But in the completion of that job lay a satisfaction that I had never realized as a successful stockbroker.

My passage from San Francisco to the Santa Barbara Channel was wild. It was highlighted by a knockdown off San Simeon that snapped the jumper-strut when the mast slapped the water.

Southern California is a different world. Somebody should market four-inch high heel deck shoes for Catalina weekend cruisers. I worked at odd boat-type jobs in San Diego until the last southerly storm of the season, then headed south.

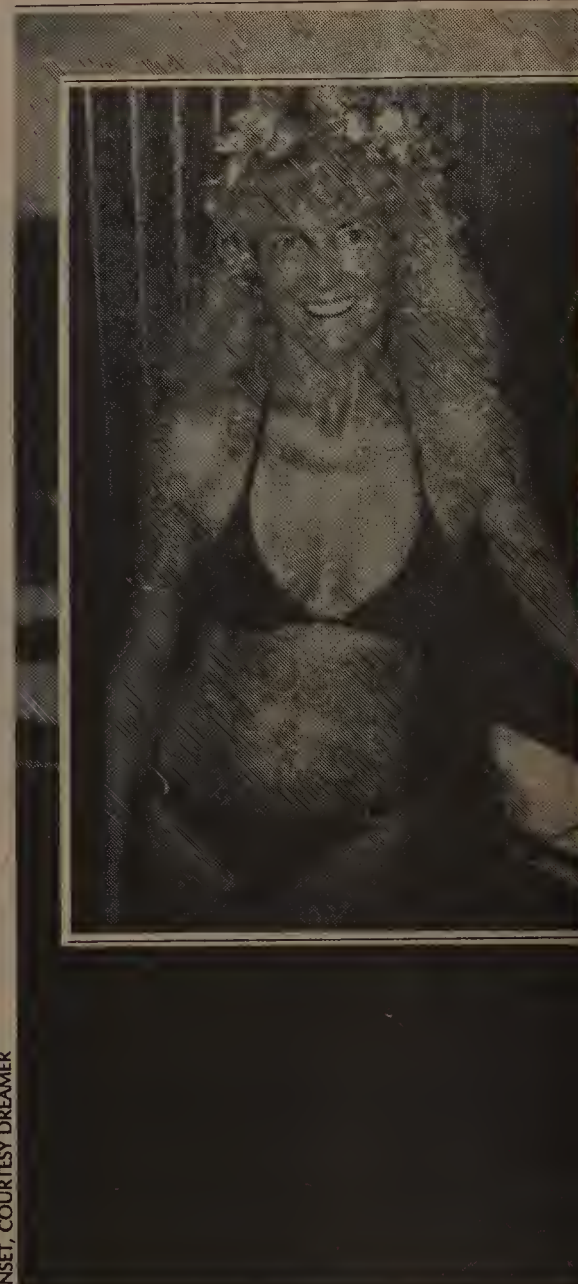
Big moons really help with night passages. I didn't realize how much until I had to leave Sacramento Reef to port during the eclipse.

So now I'm in Cabo. I stopped for the day, which is all that I can afford. Tomorrow I'll cross to the mainland and continue southward. But for now, I'm thrilled with the warm air and warm water. Nothing could be better.

The way I see it, the ports are fascinating and the local people are interesting, but it's the cruisers who are special. Every one of them I've met is exceptional.

I've found a tranquility of spirit within cruisers. Maybe it's because it takes a special person to put to sea in a small boat or maybe it's because they're no longer embroiled in the chaos and pressures of life ashore. Whatever the reason, it's refreshing and real. So real that these people aren't even laced with monosodium glutamate for flavor. They are pure people and full of life.

Some cruisers have small boats, some have large boats; some are doctors and some are gardeners. Yet each has a common bias to his or her fabric. They possess the wisdom



INSET, COURTESY DREAMER

that security doesn't come from something you can buy, but from within.

I revel daily with the anticipation of being around people like this.

— steve 12/15/93

## Dreamer — Passport 40 Roger & Debbie Cason Tonga To New Zealand (Sausalito)

I once read in a sailing magazine something to the effect of 'Don't worry, passagemaking comprises only about 10% of your total time cruising'. Well, it just so happens that passagemaking is one of my favorite aspects of cruising — and Roger agrees. The part I like the least is listening to all the chatter on the radio.

What I love about passagemaking is the feeling you get of going with the flow and taking whatever God gives you — which at times can be quite nasty. It's wonderful to be alone out in Mother Nature, where you're forced to rely on your own inner resources

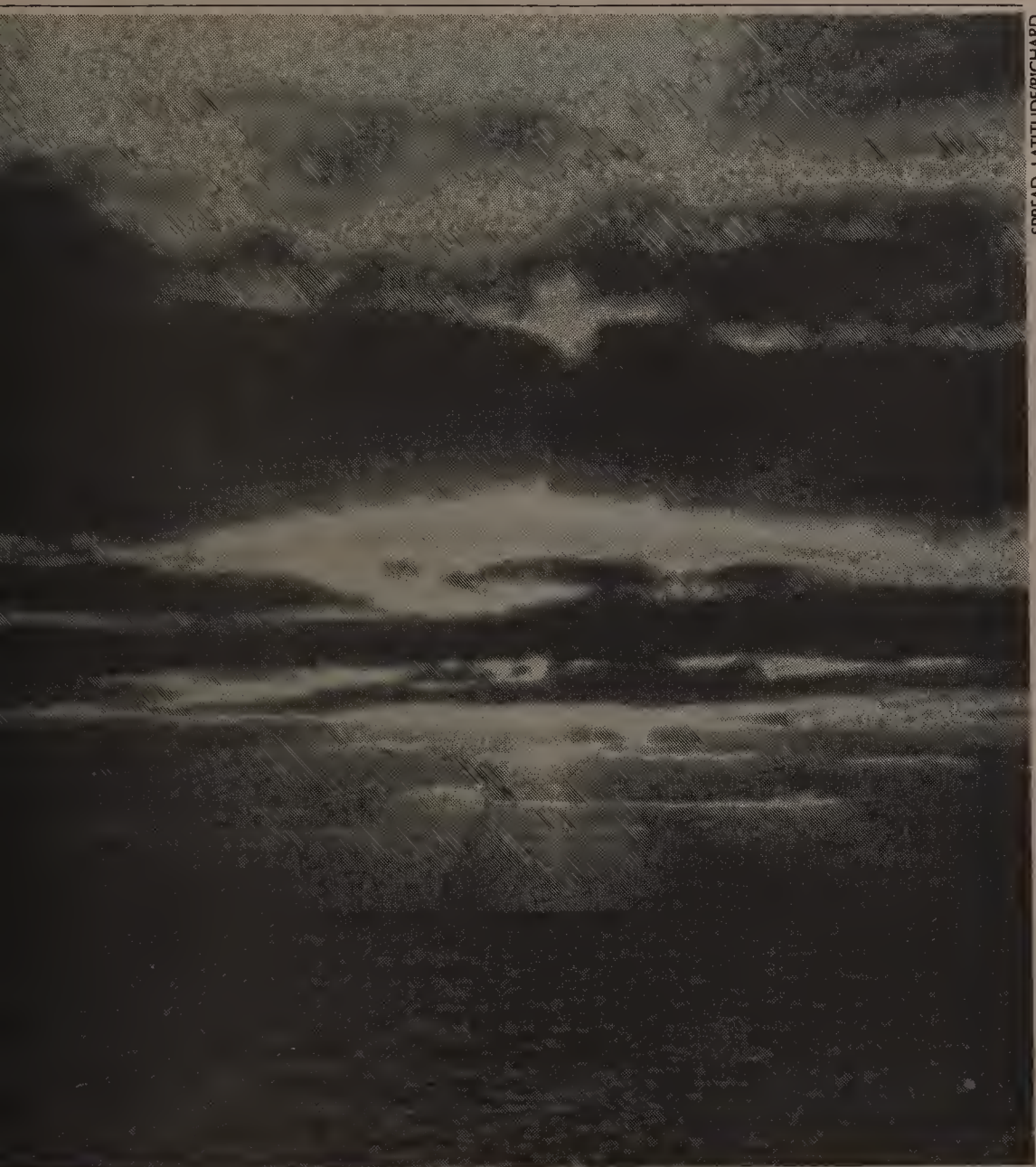


LATITUDE/RICHARD

Like most cruisers from the United States, Dowdney has been thrilled by the 'jump-right-in' warm waters of Mexico.

change was completed. It had been a moonless night, and since my boat has no electricity and kerosene spreader lights are





SPREAD, LATITUDE/RICHARD

**Many cruisers don't enjoy passages. For Debbie, the challenge and spiritual aspects more than make up for the discomfort and inconvenience.**

— including God's help — in times of trouble. But even when you're challenged, at least it's invigorating. I guess that's why my other favorite activities thus far have been snorkeling, scuba diving and hiking. After each of these activities, I always come back refreshed, uplifted and energized from having been immersed in Nature.

Some have accused me of making passagemaking sound too glorious and easy, so I'll take this opportunity to balance the picture. Indeed, there are minor inconveniences and disruptions common to making a passage. The following are some of them:

Being unable to brush your teeth without first going over to the electrical panel and flipping on the pressure water switch and opening the thru-hull beneath the sink. Taking sponge baths on a lurching vessel, and then having to clean up after yourself.

Going for as many as nine days without washing your hair, either to economize on the use of water or because it's too rough. Battling for sleep — while laying at a 30° angle — between watches. Being unable to read in bed because you get queasy. Having to be quiet — no boom boxes or banging of pans — so as not to wake your spouse who had the two night watches.

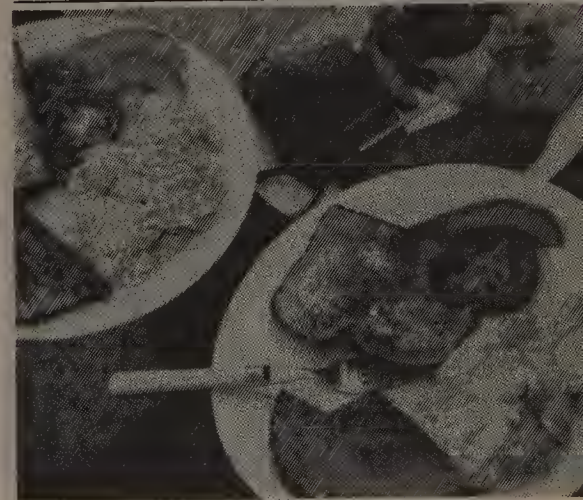
There's more: Being awakened at 0230 to help your mate take the spinnaker pole off the wung-out jib in the pouring rain. If it's warm, you can do it naked, but if it's cold, you've got to get all dressed up and put on foulies before you go out. And then you have to take them all off again before getting back in your bunk to try to sleep. Being cold and damp, especially in the higher latitudes. Battling squalls and getting an unexpected saltwater shower just after you've bathed and put on fresh clothes. Trying to cook in a heaving galley. Watching the uncooked eggs you just stirred in a bowl spill all over the galley counter and onto the cabin sole. Or having the bowl of soup you left unattended for two seconds spill all over the chart table.

There's worse, too. Having a glass full of green spirulina powder mixed with water spill all over you, the cockpit and the treasured book you just borrowed from a cruising buddy. Finding out that one of the spare containers of dish detergent containers has sprung a leak, allowing the concentrated liquid soap to get all over the stuff you've stored with it. We've all opened cupboards to have the contents fall out on us, and had to make boat repairs at the oddest times under the most trying conditions. Dropping hard to find engine parts or tools into the bilge and having to try to fish them out with a magnet isn't fun, neither is having to bleed a diesel while entering a pass into a Tuamotuan atoll.

Having gone this far, I might as well list the four most serious calamities we've had to date.

1) The time our fuel line split open. The backwash from the starboard tank sent fuel oozing out beneath our foul weather gear locker and across the cabin sole. By the time Rog ripped everything apart to discover the broken hose, at least 12 gallons had found its way into our bilge. What a mess!

2) The time I opened the hatch and got us drenched. It was extremely hot down below when sailing between the Marquesas and Tuamotus. Since we were off the wind, I thought it would be all right to open a small hatch over the galley. Wrong! Suddenly a huge amount of water came crashing through the small opening. We thought we'd



**Cruising can be exasperating. The considerable time and effort that goes into preparing a meal, for example, can be eliminated in a lurch.**

just mop it up and it wouldn't be a problem. Well, a few drops had travelled across the boat and got behind the tuning dial on the



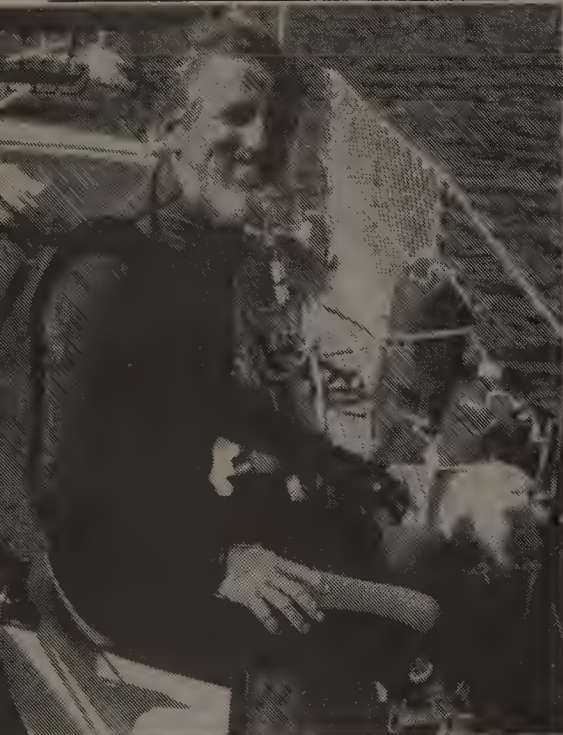
# CHANGES

Ham radio. When it no longer worked, Roger got considerably upset. Fortunately, we discovered that few shots of WD-40 solved the problem in a matter of days.

3) Also during our passage from the Marquesas to the Tuamotus, our stove suddenly wouldn't light anymore. Roger decided the problem was with the wires behind the stove that lead to the solenoid. Unfortunately, we couldn't reach the wires without taking out the stove and the weather was too rough for that. I then quickly discovered how few breakfast and dinner foods I had aboard that didn't require at least boiling water.

4) Although not life-threatening, problems with the head can be exasperating — and we've had two of them. For awhile the flapper valve wasn't seating correctly, which meant it took as much as five minutes to flush the toilet. What a vexing, shitty problem! Secondly, the exhaust pipe for the holding tank kept getting plugged up in Tonga, so every other day we had to use a plastic hose and the bellows from our Avon dinghy to clear it.

Incidentally, we made the executive



For Roger (pictured) and Debbie Cason, diving and hiking are like sailing in that they are invigorating and energizing.

decision not to try to rebuild the head in Tonga in case we tore it all apart and discovered we needed some part we didn't

have to get it back together and working again.

So then, is everybody ready to go cruising now?

I want to mention our wonderful watch schedule — which took us most of last season to work out. From 2000 to 0800, we divide the night into three four-hour watches, and from 0800 to 2000, we divide the daylight hours into two six-hour watches. The long daytime watches aren't difficult for the person who is 'on', and really help the off-watch person catch up on any sleep he or she missed during the night. The schedule also has the advantage of automatically rotating the watches every 24 hours, so that the person who had two graveyard shifts one night has only the 2400 to 0400 shift the following night.

We rotate all radio duties and engine charging duties. I'm the chef for breakfast and dinner while Roger does all the dishes. We're on our own for lunch. Somehow I've managed to produce some wonderful meals from the rolling galley: homemade eggplant parmesan; sourdough banana pancakes; banana nut bread; salmon patties; curried lentils, onions and rice; corned beef hash and eggs; and occasionally the yucky stuff such as canned beef stew and mushy canned vegetables. You can find ways of spicing up canned beef stew, but the mushy vegetables seem beyond help.

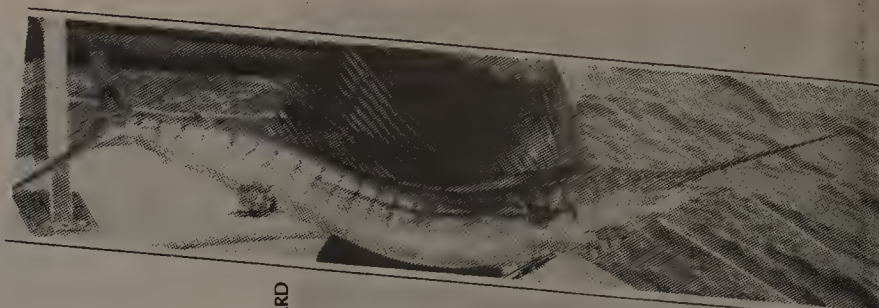
— debbie 12/7/93

*Readers — Roger and Debbie departed Tonga on November 1 on the dreaded 1,200 mile sail to hurricane-free New Zealand. By November 11 they were 3/4's of the way to New Zealand and had had idyllic weather. "The sky has been blue during the day and star-studded at night," they write. "It's been 75° to 80° during the day and we've been sunbathing. We've already motorsailed 40.75 hours on this trip — which is more than we did all last season!"*

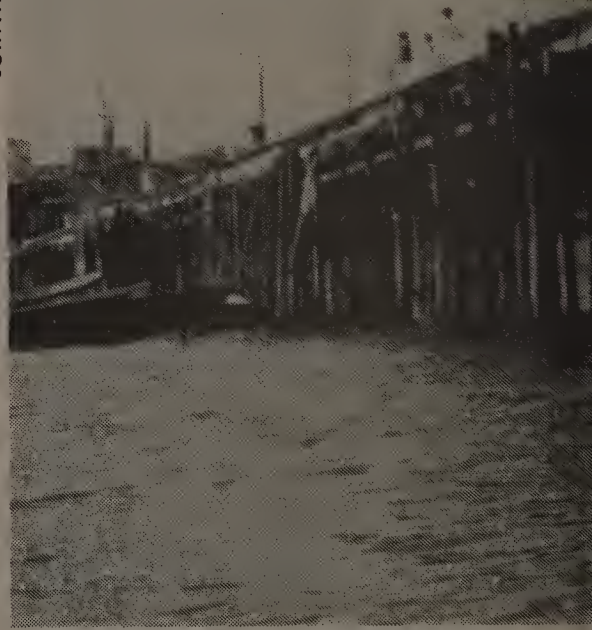
*The Casons will be spending the next six months enjoying a second summer in New Zealand.*

**Daddaboat — Oceanis 510  
November & Northbound  
George Bailey  
(Sausalito)**

Everyone knows that November is the month to sail south to Baja to enjoy the warm weather and cool margaritas. Daddaboat and her crew ignored



BOTH PHOTOS LATITUDE/RICHARD



conventional wisdom, however, and left Baja bound for Sausalito on November 6. Daddaboat is my 1993 Beneteau Oceanis 510 that was crewed by myself, five other men and one woman. I had recruited them through a three-line ad in *Latitude*.

In an amazing feat of precision our navigator, Dieter Jetzoreck of Sausalito, got us to Bahia de Tortugas exactly one hour before a prearranged charter flight landed at the crude airstrip to take me to a three-hour meeting in Los Angeles. At the time we were exactly four days and two hours out of La Paz. Our sailing schedule turned out to be more predictable than Aero Mexico's.

During one four-hour watch just outside of Bahia de Tortugas, we screamed along north at 9.5 knots. Then the gale hit us and we averaged 8 knots under bare poles! Meanwhile, 100 dolphins did full gainers in 30-foot seas.

Jim Palmer and David Bailey were our two fishermen. They set out four outriggers off the stern rail, making us look like a trawler with canvas. Even so, we landed 20 dorado, 10 sierra, three albacore, and hooked a 200-pound black marlin. Thank God, the marlin got up on his tail and danced the hook out before our crazed





(Spread), the pier at Turtle Bay, gateway to Turtle Bay International Airport. (Inset) Usually it's best if sailfish like this get away.

fishermen could get him near my boat. The aft lazarette still smells of fish blood.

The lovely Susan Pieper, a petite Harvard MBA and figure-skating champion from Chicago, put us men to shame by standing the longest and coldest watch. She smiled the whole time while we big strong men shivered down below in our Henri Lloyd's.

Daktari, the infamous Sausalito-based professional boat worker, logistics expert and all-around sailing addict, lead the 'Terminator Watch' (0400-0800 and 1600-2000). The crew earned its name by their penchant for squeezing every last tenth of a knot out of the boat — regardless of the cost in cabin comfort. I could tell they were on watch based on the amount of pounding in the forward cabins.

We made the entire trip from La Paz to San Francisco in only 10 sailing days. I believe this may be a record passage for a northbound boat, although we did use the engine a lot. Sailing days do not count a day of rest for the crew in Bahia de Tortugas and day of reprovisioning in San Diego.

Three lessons we learned about sailing

uphill from Baja:

1) Don't have a radome mounted with rivets. We did and ours exploded off during an aggressive tack.

2) When listening to weather forecasts provided by the 'harbor rats' of Mexico, cut all predicted wind forces in half. Most of these 'cruisers' might as well live in RVs for all the sailing they do. For whatever reason, they'll look for any reason to convince you to stay in port yet one more day.

3) Keep two lines in the water. Fresh fish is great for boosting morale.

4) Bring a diverse collection of compact discs. U2 sounded best after dinner, African jazz blended nicely with the sound of the water rushing past the hull during the late night constellation shift, and Cajun music was just right for lunch.

In the tradition of *Latitude*, I have focused this letter on *what* we did, *how* we did it, and *who* was involved. The untold story is the interaction of the people involved and the way the trip links to what passes for 'real life'. But it's the yet untold 'people side' of sailing that gives voyages their meaning.

Sailing is an experience laden with symbolism, search and discovery. To talk about sailing and concentrate on things like GPS, roller furling and hull speed is to miss the point. I wonder if *Latitude* readers would

be interested in a true to life sailing story that focused more on the underlying 'people side' of passage-making. I've got one I'm working on, complete with a divorce — mine — pictures, laughter and romance.

The name *Daddaboot*? My three-year-old son was given the responsibility for naming the boat and only he knows what it means. Ask him when you see him.

— george 11/93

George — Ten sailing days from La Paz to San Francisco is not a record — some big boats have made it in nine days or less — but it's a passage to be proud of.

It's been our contention from the very first issue that sailing isn't really about winches, sails, boats or engines, but about people. So yes, we'd love to read your "untold story".

## Sea Star — Island Trader 51 Ray Thackeray & Ashikin Wan-Noor Boston To San Francisco (San Francisco)

We purchased *Sea Star* in Branford, Connecticut in December of 1992 and sailed her to Boston Harbor. It was a bit of a trial as we had to chip ice off the deck all the way up to The Race, which is off the tip of Long Island. That winter turned out to be one of

COURTESY SEA STAR



Ray Thackeray, bundled up for Boston-style sailing.

the colder ones in Boston's history, and we had snow deposited on our decks several times.

In spring we sailed from Boston to Maine to pick up *Sea Star's* salon table from the previous owner's summer business. Fifty



# CHANGES

miles from our destination, we were ambushed by a surprise gale. Navigating among all the little islands at night during bad weather isn't fun, so we opted for sea room. We *still* haven't gotten another opportunity to fetch that table!

We did have one nice sail, the time we went out to watch *Great American II* arrive and claim the sailing record from San Francisco to Boston. The spring weather was superb and we — the only sailboat out at the time — accompanied the intrepid sailors all the way to their berth next to the Boston Aquarium.

Then came the Northeast's Memorial Day to Labor Day sailing season. It was pathetic! Swearing we'd never weather another miserable winter in the frozen Northeast, we decided to move to San Francisco. Owning a boat is always a form of insanity, but in Boston it is a severe form of insanity.

The big question became how to get the boat to San Francisco. Sailing 10,000 miles by way of the Panama Canal was the obvious answer, so in March we started making serious plans for an early June departure. We needed some extra gear on the boat, and after considerable deliberation we decided on a wind generator for back-up power rather than gas or diesel alternatives. For communication, we decided that a Ham/SSB rig was a necessity. And while Ray felt comfortable with just a sextant for navigation, Ashikin insisted on the convenience and peace of mind that comes from having a GPS.

We advertised for crew in three East Coast and West Coast newspapers, but didn't get much response. It turned out that our best method of finding crew was through electronic mail, including CompuServe, Internet, and Digital Corp's VAXnotes. (Ashikin works for Digital and would be taking a leave of absence to do the cruise.) We eventually came up with eight people who would join us for various parts of the voyage. One of them was Haimo, a high-energy research physicist from Cern in Geneva!

Our plan called for us to leave Boston on June 4 and arrive beneath the Gate on September 12. Some might consider a little more than three months not very much time to cover 10,000 miles, but we were constrained by, among other things, the amount of time Ashikin had for a leave of absence.

Our first leg was from Boston to the Turks



& Caicos Islands in the Caribbean. We left two days late but nonetheless arrived on schedule on June 20th. This was remarkable because we ran into a gale off Cape Cod and had a big problem with our fuel tanks.

Nearly all our diesel fuel was inadvertently siphoned overboard through a tank vent while we were heeled over! What we would have given for vent cocks and anti-siphon loops! Without fuel, we lost our ability to motor and generate electricity. Since we had \$1,000 worth of meat in the freezer, this became a concern. Fortunately, we'd left Boston with two cubic feet of dry ice.

Meanwhile, we decided to install the wind generator, something we hadn't had time to do before we left. Too bad, because it's an easier job at the dock than with a six-foot sea running. The Fourwinds unit is heavy, and requires drilling four holes in the mizzen, lining-up the bracket with the generator *in situ*, fitting the thru-bolts, and installing the electrics, brake and ancillary equipment. Once the job was completed, we were able to generate enough electricity to run the refrigeration a couple of hours each day — provided we were beating to windward. Mounting the wind generator on a swivel is

*Thackeray, Wan-Noor and 'Sea Star' during fond moments of their 10,000-mile voyage from Boston to the Bay Area.*

not possible on our boat.

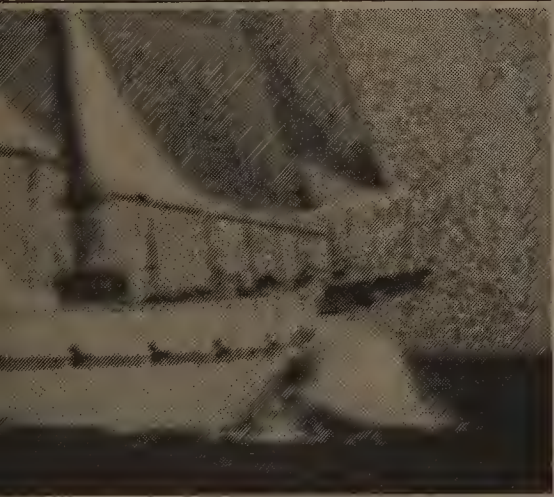
Eleven days out of Boston and five days from the Caicos, we saw a freighter and radioed them for a weather report. By this time we'd fried all our batteries and were conserving what little power we had for the lights. We didn't have enough power to use the SSB, but we were willing to risk a low-power transmission on VHF. The freighter *Good Faith* not only gave us an excellent weather forecast, but their navigator Thomas asked if there was anything we needed. Since they were almost hull down, we didn't think anything would come of it when we asked if we could buy some #2 diesel from them.

"We can't sell you any," Thomas came back, "but seeing as we're carrying 16,000 tons of it, we might be able to see our way to giving you some." Imagine our surprise when they then turned around and stopped next to our becalmed ketch! An old British freighter under German command, *Good Faith's* Filipino crew serenaded us with guitars and accordions as we filled our tanks with the 60 gallons of fuel they'd sent over in jerry cans. They also sent along a can of German cookies and some chocolate. We sent back





ALL PHOTOS COURTESY SEA STAR



some bottles of wine and spirits — and lots of gratitude.

Interestingly enough, they used a liferaft to shuttle the fuel over to us. They'd found the raft three weeks before with a Frenchman — whose boat had sunk — in it! In any event, thanks to these good folks we were able to motor and cool meat once again.

But then the very day we sighted the Caicos Islands, we were alarmed to discover huge billows of smoke emanating from the engine room. Although we were all convinced the boat was on fire, it turned out to be just the engine control wiring loom frying. Nonetheless, it took a couple of hours to get the engine, sans alternator, running again. Which is when we ran out of fuel for the second time.

So there we were, anchored in the lee of an uninhabited island facing an 18-mile upwind sail. That wouldn't have been so bad except we'd have to sail through a very difficult channel that's only seven feet deep — not counting the coral heads. But our problem was solved when the Turks & Caicos police launch came to our rescue with 18 gallons of fuel from a nearby dive boat. Thus we were able to motor up to the Caicos Marina and Shipyard on Providenciales, which has a stupendous array of equipment in an old aircraft hangar. The equipment

includes dozens of lathes, mills, presses, drills and other machinery. All this on an island with a population of just a few thousand.

It took us eight days to effect repairs, after which we had a four-day sail down through the Windward Passage to Jamaica. During that passage we were accosted on VHF by the Coast Guard. They wanted to know about the boat and skipper, including the latter's social security number. We met a second Coastie between Cuba and Jamaica, and weren't surprised by the fact that a Cuban gunboat held a steady course three miles away on the other side of us.

Jamaica's Montego Bay YC must have been a posh place at one time — there are great photos of Miami to Montego Bay Race winners on the lobby wall, including one of Ted Turner. But the club is a bit ramshackle now. However, we were able to meet up with a local Autohelm engineer, who'd been sent to help as we'd burned out five course computers in just seven weeks! A configuration change solved the problem for keeps, and four days later we set off for Panama.

After a five-day cruise through sloppy seas, we arrived at Colon and proceeded to check in with the Canal Authority and Port Captain, and to get *Sea Star* admeasured. Two days later we were able to transit the Canal; it took us eight hours of motoring to cover the 50 miles. The transit was most enjoyable and we experienced no problems. The Canal pilots we took onboard were highly professional and were about the only ones in Panama who didn't put their hands out for a tip.

We were in a quandary about whether to tip the pilots or not, but they left waving happily even though we offered them nothing but breakfast, lunch and snacks. By contrast, the Panama Customs and Immigration officials all demanded "beer money", for crying out loud. There was no finesse on the part of those bozos.

After a few more days at the Balboa YC repairing a few more things — such as bilge pumps — we set sail at midnight on July 16, weaving our way through dozens of anchored ships. Off we headed into the big, scary Pacific, for Hilo. It would be this leg to Hawaii that knocked us off schedule.

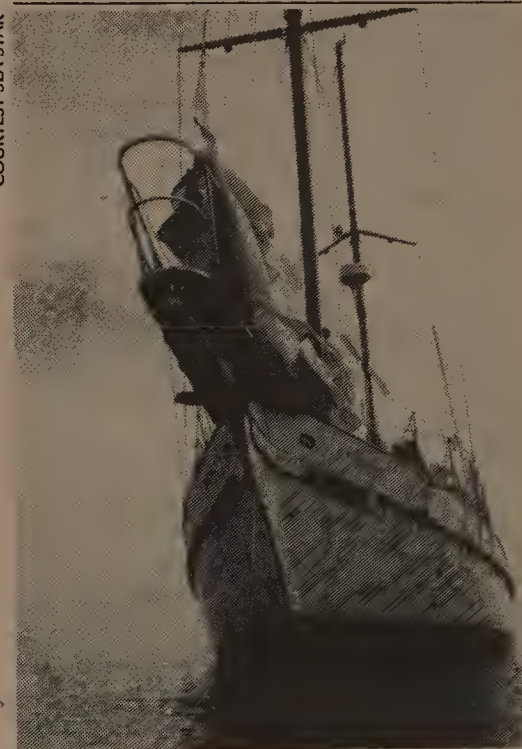
We figured it would take five weeks to cover the 5,800 nautical miles to Hawaii, but because of terrible tradewind conditions, it

took exactly eight weeks. We had to motorsail to 2°N before we encountered the southeast trades south of the Inter-Tropical Convergence Zone, in the process burning up most of our fuel. Following the sailing directions given outlined in Jimmy Cornell's *World Cruising Routes* — which until this time had stood us in good stead — we turned northwest on the Great Circle Route once we reached 5°N, 110°W, which meant crossing the ITCZ once again.

In retrospect we saw what a big mistake this had been. We should have continued in the southeast trades between 2° and 4° — where we had been averaging 130 miles per day — until about 130°W and then turned north for Hawaii. As a result of heading toward Hawaii too soon, we experienced truly horrible calms and lots of light air. We spent many days wallowing in currents which took us in a variety of directions at up to 1½ knots.

To add to the misery, we had three major hurricane warnings. *Fernanda* came the

COURTESY SEA STAR



**The dreaded doldrums. Most sailors would rather have a week of gales than a week of calms.**

closest, passing with 150 miles on August 10 with gusts to 140 knots. We only got about 37-knot winds out of it, which at least allowed us to sail for a short time before it fell calm again.

Just as we were beginning to joke that we



# CHANGES

ALL PHOTOS COURTESY SEA BEAR

needed another hurricane to get us going once again, Greg began to form. It passed 360 miles north of us on August 20. Like *Fernanda*, at one point Greg had seemed to be on a collision course with us. All of us were understandably nervous, and one of our crew was convinced that we weren't going to live through the experience. But he appeared to take it philosophically; what else can you do 2,000 miles from shore?

But it was the doldrums that seemed to last forever. We were becalmed for three of the eight weeks of that leg. The four of us aboard — Haimo, Tom, John and Ray — were down to one meal and a single tea or coffee a day for the last four weeks. The moral for anyone headed offshore? Carry extra food for unexpected circumstances.

We arrived in Hilo with plenty of staples such as pasta and rice, but we had no way of cooking it short of chopping up the teak deck to make firewood. We docked at Hawaii with one pint of water, one gallon of diesel and no cooking fuel. Even the microwave was useless because the inverter had broken and we couldn't charge the batteries enough to use it.

We got a big surprise when we checked in with Customs at Hilo: they instructed us to fly the Union Jack! While Ashikin is Malaysian and Ray is British, we always flew the Stars 'n Stripes because we're both permanent residents and the boat is registered in Boston. But Hilo Customs advised us that the vessel takes on the nationality of her owners, therefore we have to fly the Union Jack — and get a cruising permit each year to sail around the United States! It seems a little silly when you consider that we live here and pay taxes like everyone else. Oh well, it's a good excuse to sail to Mexico and/or Canada every year. Besides, the Union Jack is pretty!

Anyway, after several weeks sailing to Lahaina, Maui and Honolulu, we were ready for the final leg to San Francisco. Because of crew cancellations, we had to advertise locally for replacements, finding three people to join us. For anyone refueling in the Hawaiian Islands, we highly recommend the fuel dock in the Ala Wai Yacht Basin. They sold us 300 gallons at just \$1.05 a gallon, the best price we've seen anywhere.

From various sailors and books we learned that the best route to California is to beat north until you're above the Pacific High, then broad reach to San Francisco. We ignored this advice and decided to sail the

Great Circle Route — and it turned out to be the best decision of the entire cruise. One big thing in favor of the route was that we could motorsail 1,000 of the 2,300 miles — assuming we had no engine or fuel problems.

The latter assumption was something of a risky one, because we'd had our share of bad fuel and suffered from algae in the tanks. But we'd refueled four times since Boston and gone through 10 fuel filters and 600 gallons without too much trouble. With three complete filter changes left aboard, we figured it was worth the risk.

Our sail to California was nothing short of miraculous! As soon as we rounded Diamond Head, we had five days of winds from the southeast at a perfect 15 to 20 knots. After a tropical depression with gusts up to 31 knots, we had another five days of south or ESE winds that allowed us to reach or beam reach. From there we had a couple of days of variables and a moderate gale from the NNW, which permitted us to drop the anchor in San Francisco Bay after 20 days.

It's hard to describe the exaltation you feel upon seeing the Golden Gate Bridge,



**Partners Bob van Blaricom and Pete Passano — from the launch of 'Sea Bear' in San Rafael to sailing and beach fun in the South Pacific.**

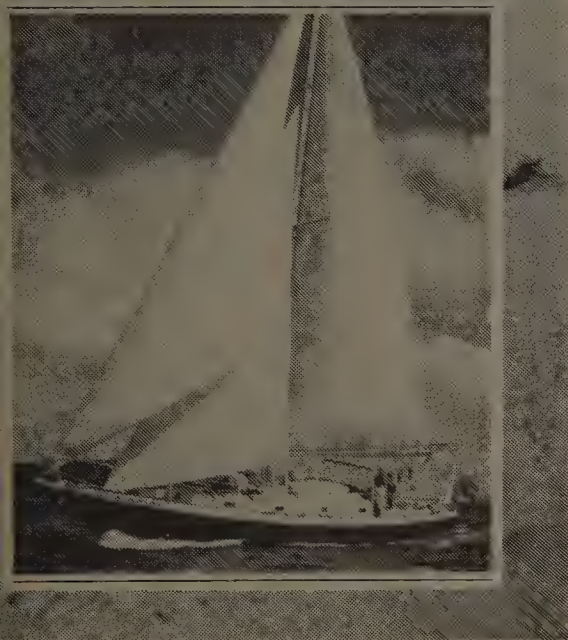
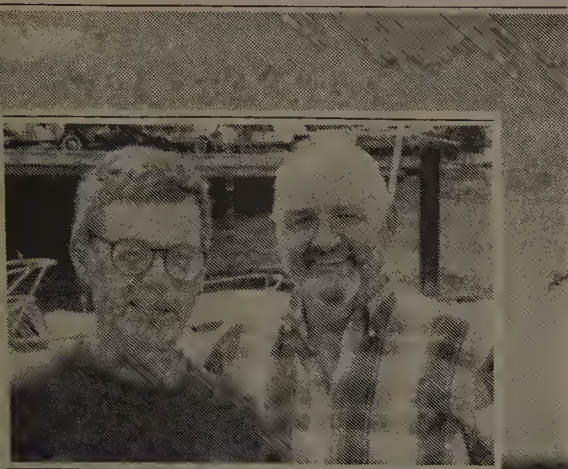
sailing under it, and finally dropping the hook in the perfectly calm confines of the Bay. When it was all over, just after midnight, we checked the log and noted we'd covered 10,570 nautical miles since Boston.

The most important thing we learned from the trip was that we should have installed extra forms of alternative energy. Our wind generator on a non-swiveling mount was inadequate and should have been supplemented with a few big solar cells. In addition, a high output alternator would have been better than our 60-amp model. We'd also like to install an alternator on our prop shaft — if someone could show us how.

And next time we plan to spend a month at each landfall, which would allow us enough time to both drop the hook and relax, and cruise the area. Extra time would have also been great for making repairs, because we found ourselves running around like crazy trying to find parts just to keep to our schedule. Altogether, it took 16 weeks to sail from Boston to San Francisco, six weeks longer than we had planned.

One last bit of advice: don't forget to pack





enough beer. And tell your crew to bring their own, or your supply will be gone halfway there!

— ray & ashikin 11/30/93

## **Sea Bear — 39-ft Steel Cutter Bob Van Blaricom & Peter Passano Belvedere to New Zealand (Tiburón)**

Sea Bear has covered a lot of miles since we left California. We — my partner Pete Passano, John Sanford and I — got away from Belvedere as planned on Easter Sunday. Except for a windy afternoon and a first night under storm canvas, we had an easy 24-day passage to the Marquesas. The trades were nice down to 7°N, where we hit the doldrums. From there to Hiva Oa we had mostly light air and changeable, squally conditions. Nevertheless, it was a very nice voyage and we had no problems of any kind.

We cruised in the Marquesas for about three weeks, visiting all of the six major islands. They were spectacular. Anaho Bay on Nuku Hiva was our favorite anchorage — don't miss it if you ever make the jump. Although we had been warned about the roly anchorages and no-see-ums, we found neither to be a serious drawback. Because we didn't know any French, our biggest

problem was making contact with locals.

Blessed by a full moon and an easy beam reach, Sea Bear had an idyllic four-day passage from the Marquesas to the Tuamotus. We made landfall at Makemo Atoll on the east end of the group and proceeded to visit eight islands as we worked our way west. We eventually departed for Tahiti from Tiki hau.

Nearly everyone on the 'Milk Run' visits at least a few popular atolls in the northern part of the Tuamotus such as Manihi, Ahe and Rangiroa. But when we went to several of the less well-known atolls, we found we were the only boat there. These atolls are the ideal 'South Sea Islands', with lovely colors, smooth lagoons, charming little villages and wonderful people. True, the passes take a bit of getting used to, but we soon learned that the fearsome-looking breakers in the pass really weren't all that dangerous. The waves mostly just tumble around you.

The 'Dangerous Archipelago' was great — and thanks to GPS, it's no longer difficult to navigate through, even at night.

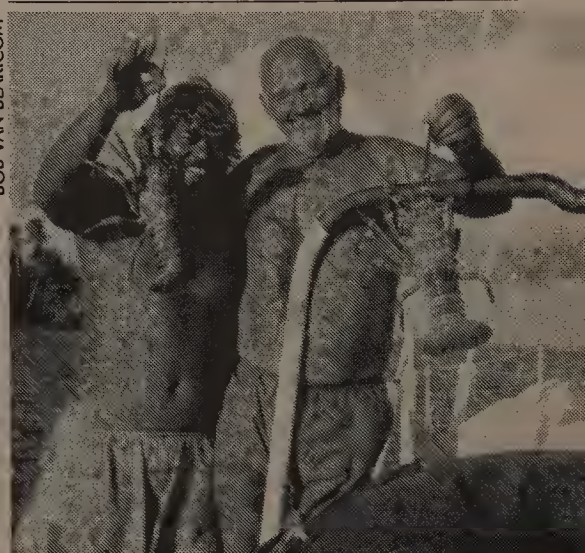
John left the boat from Fakarava and thus missed a savage little storm Pete and I encountered on the way to Tahiti. Locally known as a *maraamu*, it had winds of more than 60 knots. However once we got Sea Bear shortened down and hove-to, everything was fine. And with the GPS, we had no worries about getting past the small atoll of Tetiaroa which was under our lee.

We arrived in Papeete on June 14th, and a couple of days later we were joined by my wife, Jane, who was to sail with us for three months, and our daughter, Anne, and son-in-law, Steve, who were both aboard for two wonderful weeks.

Tahiti, of course, couldn't possibly have lived up to my memories of it from my previous visit on *Mistress* 40 years ago. Papeete is now a big city with lots of traffic, tourists, boats, and very high prices. Still, it is kind of exciting.

Within a week of our arrival we left for Moorea and the other Society Islands. Moorea is lovely and was very nice except for the stormy weather which plagued the South Pacific this year. We had a bumpy overnight sail to Huahine, which turned out to be our favorite island of the group. It has nice anchorages inside the barrier reef, a reasonable number of boats, only a few tourists and a whole lot of charm. Anne and

BOB VAN BLARICOM



**Pete Passano and friend Tupiri about to drop some lobsters in the pot at Toau Atoll, one of the seldom-visited atolls in the Tuamotus.**

Steve left us there and we were joined by Evelyn, a Swiss lady-friend of Pete's, who cruised with us for four months.

From Huahine we sailed to Raiatea, where we had a bit of engine trouble, then to Tahaa and then to Bora Bora which we found to be beautiful but overrun with tourists and beach resorts.

Next we made the 800-mile jump to Suvarov Atoll, a little dot in the Northern Cook Islands which is uninhabited except for a family who act as caretakers on behalf of the government. We found the island to be lovely but with a rather worrisome anchorage because of all the coral heads and the unsettled weather which could — and did — send wind and waves all the way across the lagoon. This put us was on a lee shore with our anchor chain snubbing on the coral!

Nevertheless, we loved the place and the wonderful family in residence. They were eager to visit, take the yachties on fishing expeditions and put on big BBQ feasts at frequent intervals. After five days, however, our nerves couldn't take the strain of the dicey anchorage anymore, so we bailed out in a gale of wind and headed for Samoa.

Pago Pago was a bit of a mess as there are several big tuna canneries which foul the harbor water and make a big stink. But it's also a lot of fun because it's full of yachts and the prices of food, booze, postage and phone calls were all cheap. Hot showers and laundromats are handy, and the fun little Pago Pago YC nearby has a good happy hour every night. With the local Samoans being very friendly, we ended up enjoying our week there.

We skipped Western Samoa and headed next for Tonga, stopping first at the little island of Niuatoputapu in the northern end of the group. It's a cute place with a fine anchorage — and an interesting salvage



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operation going on. A group of guys were trying to raise a big three-masted schooner named *Golden Dawn* from 50-feet of water, and thus provided endless entertainment and gossip for the half dozen cruising boats anchored there.

A 2½-day beat to windward brought us to Vava'u, the main cruising ground in Tonga. It is a great area with many nice islands and dozens of good anchorages — all within protected waters and just a few miles apart. The weather still wasn't very good, but we had a wonderful time there doing lots of daysailing, snorkeling, beach-combing and visiting with other yachties. There were 60 boats at the main harbor of Neiafu, but not too many boats in the other anchorages. Several times we even had anchorages to ourselves.

Most all cruising boats avoid the Ha'apai Group — between Vava'u and Tongatapu in the south — because it's full of shoals and reefs. We decided to take a look anyway, and it turned out to be a wonderful area! We visited five islands and would have seen more had it not been for a combination of being storm-bound for two days and then having to keep moving to get Jane to her plane from Nuku'alofa on September 18th. All things considered, we liked Tonga the best of all the places we visited.

An easy three day sail took us to Fiji, where Pete, Evelyn and I spent a month cruising. After enjoying the nice yacht club

around to the west of Viti Levu and cruised amongst the Yasawa Group. Fiji is a huge place and has about three hundred islands, so we didn't even begin to scratch the surface of the cruising possibilities there.

The Fijians are also about the nicest people you could hope to meet. On the other hand, the elaborate Customs paperwork is a bit of a pain, and the necessity of seeking permission from the chief of each village to anchor and visit ashore, while interesting, can get a little tiresome.

We gave the boat a quick haulout at Lautoka, then sailed for New Zealand in mid-October to escape the approaching cyclone season. We made the 1,050-mile trip in nine days of easy sailing to windward, and entered at Opuia, Bay of Islands. New Zealand and its friendly people are a delight! After a week in the Bay of Islands we made our way to Auckland and took advantage of an invitation to moor *Sea Bear* in front of the Panmure YC in the Tamaki River on the south side of Auckland. We sailed 8,638 miles in seven months and had a great time!

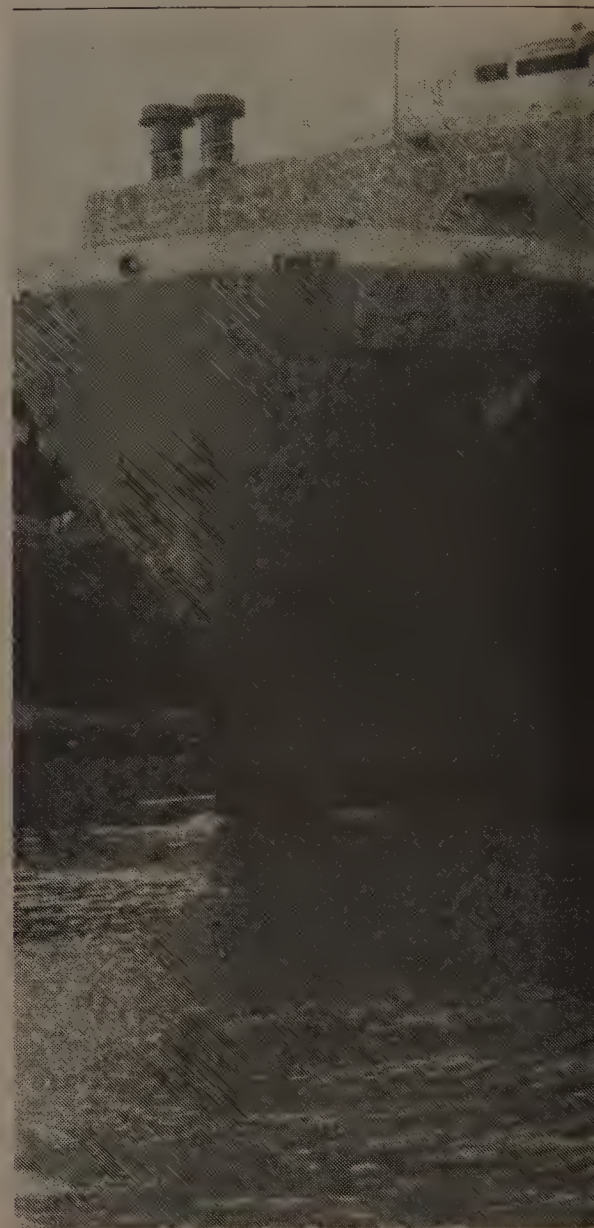
Right now I am back home for a couple of months while Pete remains aboard. Jane and I will return to the boat in mid-January for a month or so of cruising in the North Island and then a motor trip to the South Island. After that it is undecided as to whether *Sea Bear* will sail back to San Francisco, my plan, or keep on cruising on the South Pacific next year, Pete's plan. Either way, more Pacific awaits.

— bob 11/93

## Cruise Notes:

We regret to report that Gerald Hardesty, 63, of Anaheim died and his wife, Carol, 60, is presumed to have died as a result of a sailing mishap that occurred in the middle of the Atlantic Ocean. The couple's Passport 40 **Happy Ending** was found adrift by a freighter on November 12 some 700 miles west of Land's End, England. The boat had been dismasted and Gerald, who had retired after 35 years as an aerospace engineer with Rockwell International, was found dead on the cabin sole. There was no sign of Carol, who is presumed to have fallen overboard.

The weather was so bad when the floundering boat was discovered that only the chief officer of **Sealand Quality** was able to board the *Happy Ending*, and he for only a few minutes. While he found no indication of foul play, the chief was unable to locate any charts or log that might have



helped explain what had happened. Gerald's body had to be left on the boat, which was last seen drifting toward England.

Avid sailors for many years, the Hardestys had had *Happy Ending* built for them in 1989, after which they sailed up the West Coast to Canada. Subsequently, they headed south to Mexico and through the Canal, and up through the Caribbean and East Coast. Their grown children had last heard from them on September 24, when the couple reported they were about to leave St. Johns, Newfoundland, for Ireland. The Hardestys planned on spending five years sailing around Europe.

Gerald Hardesty was described as being a "Mr. Fixit who enjoyed working on the boat". Their daughter Cynthia told the press, "They lived their dream". Son Dennis said, "They used to tell us kids we worried too much about them." May they rest in peace.

Don't go through without it! If you're one of the lucky folks who will be heading through the **Panama Canal** later this year, don't make the transit without having read a copy of **The Path Between Two Oceans** by David McCullough. While going a little



BOB VAN BLARICOM

*Talk is cheap everywhere, but beer is only cheap in Pago Pago. Pete Passano brings a couple of cans to 'Sea Bear'.*

and the assembled yachties at Suva for a few days, we headed for the Great Astrolabe Reef and Kandavu Island. Later we sailed





LATITUDE/RICHARD

**Overtaking a 700-foot car carrier at narrow Gaillard Cut, where tens of thousands of men died building the Panama Canal.**

overboard on the politics, this is a truly fascinating book about one of man's epic endeavors, the building of the Panama Canal. *The Path* is a Touchstone Book.

Any West Coast sailors headed to the Caribbean, East Coast or Europe would naturally have at least a slight interest in the politics of Panama, a fascinating country — or shell of one — if there ever was. The leading candidate for President of that curious republic is 45-year-old **Ruben Blades**, best known for being the 'King of Salsa' and starring in numerous Hollywood movies such as Robert Redford's *The Milagro Beanfield War* and *Predator II* with Danny Glover. Fortunately, Blades is more than an MTV-candidate; he also holds a doctorate from Harvard in international law.

A moderately left-wing candidate of the *Papa Egoro Party* — which means 'Mother Earth' in the Kuna Indian language — he's announced that his government would give priority to social problems and providing equal opportunity for women and ethnic

groups. Blades also promises to eradicate corruption, which he said was like "a current of raw sewage" running through the country. Once he gets rid of corruption in Panama, we hope he'll turn his attention to the problem of 'real' raw sewage, as found in many of the streets of forlorn Colon.

Could medical care be the only thing that's *not* expensive in French Polynesia? Tony Clarke of the Sausalito-based Ocean 71 **Second Life** broke his ankle while sailing between Penrhyn and Bora Bora this summer. After trying to walk on the ankle for a couple of days, Clarke finally accepted the fact something was wrong. "I received excellent treatment at a hospital in Raiatea," he reports. "A Belgian doctor did orthoscopic surgery on the ankle after an anesthesiologist knocked me out." Clarke figures the surgery and three-day hospital stay would have cost him about \$15,000 in the U.S. It was just \$700 in Raiatea — or about the cost of a couple of nice dinners.

Clarke and his crew had left Sausalito in the middle of last March for a 25-day sail to Fanning Island. After visits to Christmas Island, Fanning again, Penrhyn, Bora Bora, Raiatea, Moorea, Tahiti and Moorea again, they sailed to Hilo. "The boat was fantastic

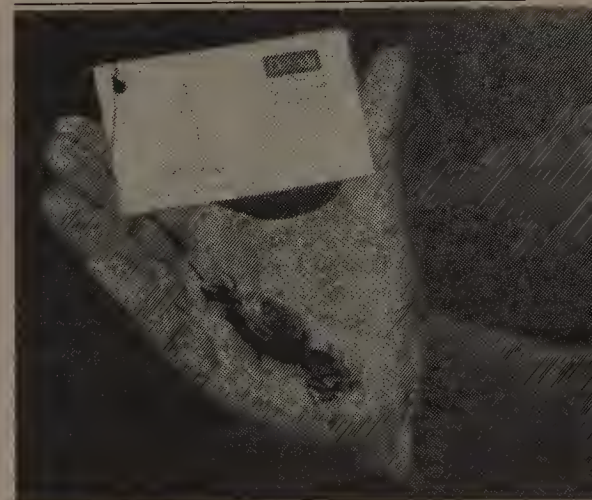
and we had really nice time," Clark reports. *Second Life* will return to Sausalito in May in anticipation of July's \$1,000 winner-takes-all match race with sistership *Big O*. If the Feds get around to auctioning off *Elmo's Fire* before too long — it's currently in San Rafael — the dinosaur race may end up a threesome!

Glenda and Peter Couch of the Corona-based **Lamorna** want to know if anybody knows what's become of Jonathan Rucker of **Mermaid's Tear**. When they checked out of Huatulco earlier this year, Rucker's boat was tied to a wall in front of the Port Captain's office and looking pretty sad.

The Couches want to put in a good word for Terry, the former L.A. fireman who now owns the Terraza Jardin Restaurant and Bar in Barra de Navidad, Mexico. "They let us use their party room for a week while Cindy and Reed of **Yobo** put our badly torn main back together," write the Couches.

The Couches and *Lamorna* recently arrived at Mario's Marina in Lake Izabel, which is up Guatemala's Rio Dulce River. They advise it's time for them to slow down a bit and clean up. They also report there's a big demand for *Latitudes* down there. "I took last year's issues into the marina office so others could enjoy them. I returned a few minutes later when I remembered I'd written a Ham call sign I needed on one issue. But when I got to the office, there wasn't a single copy left!"

If you're **headed to a major sailing**



**'DeNada's sweet variation on the traditional cruiser's card.**

area outside of the United States, we invite you to pick up some copies — if not a bundle — of *Latitudes* to take with you. We have a



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particularly desperate need to get them to *The One That Got Away* in Cabo San Lucas as well as Puerto Vallarta and other parts of mainland Mexico during the height of the winter season. If you'll take a bundle, we'll be delighted to present you with a long-billed *Latitude* canvas cap.

Anybody remember Richard McCurdie? After years of living to the beat of the stock ticker, the Marin resident and *Latitude* contributor gave it all up to cruise Europe singlehanded aboard the Rival 36 **Pelagic Vagrant**. We now hear that after almost eight years in Europe — including wintering over in places such as Venice and Nice — McCurdie sailed his boat across the Atlantic and then had her trucked to the Pacific Northwest. Something about getting back together with an old flame from college.

"Just wanted to let you know," write Sandy and Andy Peterson of the S&S 57 **Jakaranda** in Vava'u, Tonga, "that's it's been sunny and clear ever since the Wanderer and Wanderette left in early October." As most people know, up until then it had been a wet and grey season in the South Pacific. "We enjoyed meeting Pete Sutter," the Petersons continue, "and are glad to report that he and his group of boats made it to New Zealand safely. Now that it's almost summer here in Tonga, it's getting very hot. Who knows, we might even take off to New Zealand for a couple of months ourselves."

We're told that Dave Lohery of Belvedere had a great sail this season to Hawaii, Christmas Island, Tahiti and Bora Bora aboard his Swan 59 **Perseverance**. Lohery has put a lot of miles on the boat since buying her from the factory in Finland and sailing her to San Francisco. After he left the boat in Tahiti on this most recent trip, a crew delivered her through the Panama Canal to St. Martin where she'll be based for occasional charters.

Mary Taylor and Paul Zack report they're about to head off for Mexico for one year and the Caribbean for two years aboard their Long Beach-based Tayana 37 **Adventura**. "Like many of your avid readers," they write, "we just can't leave without *Latitude*, so here's a subscription to be sent care of one of our slightly paranoid parents — they just hate to see their 'kids' move away." (For those who know it's really the kids who don't want to move away from the parents, see this month's story on the *Hot Rally*.)

For all of you who'd like to make



contributions to *Latitude*, the basics are as follows: 1) Always include the Who, What, Where, When and Why of what you're writing about; and, 2) Remember to enclose a clear picture of yourselves, your boat and something pertaining to your copy. See the photos that accompanied the **Sea Bear Changes** for exactly what we're looking for in photos. Color and black & white prints are best.

While chronological accounts of voyages are acceptable, we prefer those that focus on one particular person, place or subject. In any event, write clearly and we'll be looking forward to hearing from you.

A steady flow of readers have been requesting the address of Norm and Lois Anderson. You may remember we interviewed the couple in September as they completed a seven-year circumnavigation aboard their Tartan 37 **Sisu**. You folks — such as Michael Tobin of Portland who plans an extended cruise aboard his Tartan 37 **Trek** — can reach the Andersons at 9977 Upper Avenue, Emmett, Idaho 83617. We can't promise that they'll get back to you, but that is their address.

When 12 yachts gathered on Wichub-tupipi in the San Blas Islands for a farewell pig

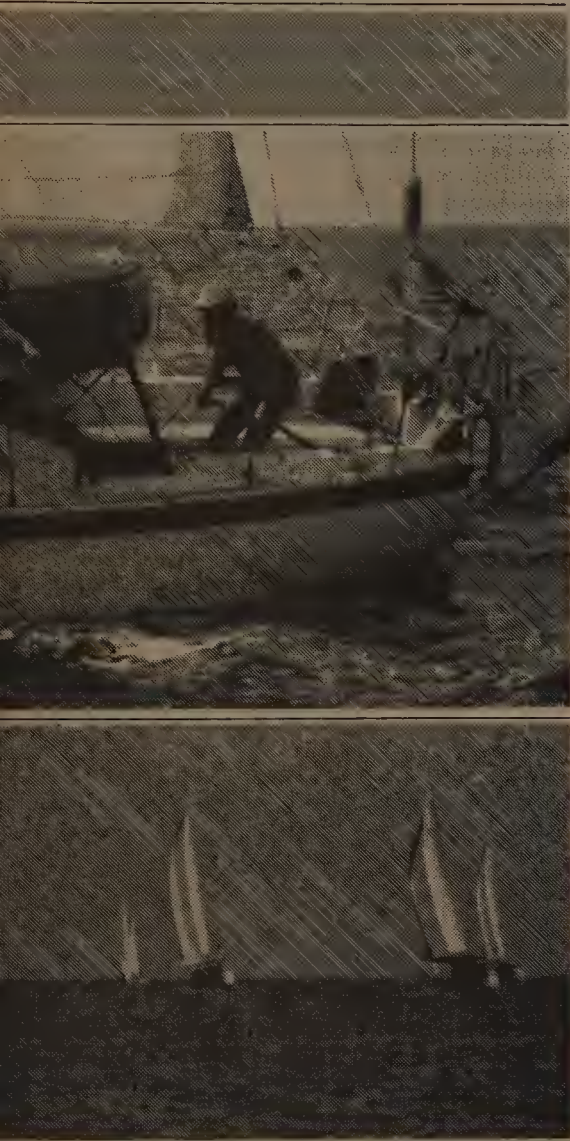
**Wet 'n wild action during the Banderas Bay YC's Opening Day Regatta off Puerto Vallarta late last November.**

roast, co-host Judy Collins of the Colorado-based **Primo** reports, "Some of us had mixed feelings about the imminent demise of the two pigs. It turned out that the Kuna Indians did also. Our host Julio told us that Kunas do not believe in killing animals with either knives or hammers. Instead the pigs are allowed to frolic in the water the day before the feast and to fall asleep at the water's edge. So in the wee hours the night before the BBQ, Julio lifted the two sleeping pigs into the water and drowned them. Julio said they never struggled or woke up."

While the pigs were indeed killed, consumed and digested, the 12 yachties didn't let occasion pass without doing their good deed of the day for the animals of the world. Specifically, they used the excess funds that had been collected for the potluck to purchase and release a turtle. Are we humans weird or what?

"Taking a cue from last March's article on 'cruising cards'," write Cass and Jean Cassagrande of the CT-41 **Yankee Clipper**, "we decided the idea had considerable merit. But we think we came up with a great twist for our cards. By punching a hole in one corner of the card, we can run a string





BOTH PHOTOS COURTESY JUSTUS II

through it to attach a little gum or candy treat for the kids we meet on the way. The candy is inexpensive and the cards cost us just 25-cents each." The Cassagrandes, who are from Burbank and whose boat is homeported in San Pedro, were scheduled to sail to Mexico in December

"After a lively spring and summer cruising the Leewards and Windwards with guests, friends and relatives," write Gene Budinger and Judi Sadlier of **Cavu**, "we spent six weeks in Trinidad at this year's boatyard of choice, Powerboats Mutual Facilities. The rates were reasonable, as a haul-out was \$5/ft with five free lay days, and semi-skilled boatyard help could be had for \$15/day. The yard facilities are great and 'Amazing Vanessa' runs the yard office and helps everybody with everything at a speed and level of efficiency — no kidding — that you've never seen stateside."

Gene Budinger and Judy Sadlier, originally from Santa Cruz, are now in Fort Lauderdale where they've put their 48-foot Soverel ketch up for sail at \$139,000. If you're interested, check out this month's *Classy Classifieds*. "After three years in the Caribbean," they report, "we're plugging back in for while to rebuild the cruising kitty for our next adventure."

Nyles Klampe of Salem, Oregon, is

slowing down. Retiring after 20 years in the automotive business — during which time he raced cars in excess of 200 miles an hour — he's headed to Mexico at a more relaxed pace aboard **Merike**, his Islander 36. Sailing in Mexico with him is his first mate, Lynn Schelb.

"We left our Kiwi-built sloop **Neeleen** in Trinidad this March while we flew home to Santa Cruz," write Ralph and Kathleen Neeley. After attending their daughter's wedding and various family reunions, they returned to their boat in July and sailed along the northeast coast of Venezuela to Isla Margarita and Cumana. They spent at month at the latter, where they recommend Marina Cumanagoto for "reasonable rates and good security". From there they motorsailed — because there was no wind — among the many islands of Mochima National Park. "The anchorages in this beautiful archipelago and well-maintained park are only accessible by boat, which made for very interesting snorkeling and exploring," writes Kathleen.

After returning to Trinidad at the end of September for a bottom job and minor repairs, these long-time cruisers left for Curacao and Bonaire. "Trinidad had been a special attraction for us over the years," the couple concluded, "so it was very hard for us to leave." As some of you already know, the Neeleys are cruising and enjoying life to the fullest despite the fact that one of them is paralyzed from the waist down.

While we still hear grumbling about the bills and service at Centro Marine Oriente at **Puerto La Cruz**, Venezuela, you can't beat the price of diesel at the nearby fuel dock. It was recently selling for 25 cents/gallon — and that was before world oil prices collapsed. Can anyone ever remember buying it for less?

Stephen Brown is confused. In a November photo caption we informed our readers that Mopelia is in the Tuamotus. But when Brown did his singlehanded circumnavigation aboard his Santa Cruz-based **Southbound** a couple of years back, Mopelia was several days west of Bora Bora. "What gives?" Brown wants to know from his new home at Amelia Island, Florida. What gives is that those South Pacific atolls are a carefree lot so you never know exactly where you're gonna find them. Either that or we made a mistake.

Puerto Vallarta, because of reasonable

berth rates and numerous flights back to the States, has become something of a 'cruiser's central' in Mexico. "A lot of us arrived last spring, left our boats for the summer, and came back in October to get our boats ready to head wherever," write Jane and Glenn Goldsmith of **Tropic Bird**. Of course, all work and no play make cruisers a dull bunch, so about 30 of them heeded the advice of Capt. John Rains — who noted that "a palapa in Yelapa is better than a condo in Redondo" — and took the **Serape** to Yelapa. The reason all these people with boats took the ferry is because the holding ground at Yelapa is very poor; in fact, a couple of well-known yachts have gone aground and been wrecked there.

In any event, the cruisers enjoyed the great beach, the *palapa* restaurants, the hike up to the waterfall and homemade pie for just \$1.30 U.S. The return trip on the **Serape** was at least as much fun, with tequila shooters, a limbo contest, dancing — and most riotous of all — musical chairs! "Mucho, mucho fun," report the Goldsmiths, who will soon be headed for the Canal and Cartagena. Crews from the following boats participated: *Vol-au-Vent*, *Sadie*, *Pendragon*, *Tropic Bird*, *Pelican*, *Justus II*, *Summer Place*, *Sea Star*, *Patrice*, *Zephyr*, *Panacea*, *Encounter*, *Columbia*, *Yarn Spinner*, *China Blue*, *Sallerosa* and *Carlona*.

After a little work and play, the yachties in Puerto Vallarta got down to some semi-serious racing when the Banderas Bay YC

LATITUDE/WANDERETTE



Some folks eat iguana, but this little Yelapan has kept this big lizard as a pet.

held — with tremendous local support — their First Annual Opening Day Regatta on November 27 & 28. The regatta was sponsored by Grupo Situr, the Melia Hotel and Opequimar Boat Yard. The luxury Melia



# LATITUDES

Hotel was site of the skipper's meeting and awards ceremony, and gave the winner of each of the four divisions a free three-night stay in the hotel! Opequimar provided glass sailboat trophies for the first three finishers in each division.

Gene Menzie of Puerto Vallarta, who'd taught many of his young Mexican crew how to sail, took top honors in the spinnaker class with **Delfin. Jedi** and the San Francisco-based Baltic 51 **Rascallion** tied for second. **Joliness** won the non-spinnaker cruising class, with **Wing It** and **Island Time** tying for second. The other two divisions were locally-owned Impulse dinghies and Capri 37s. Thirty-one boats competed. (Sorry we didn't get winner's names and boat types.)

Tim Tunks of the Islander 37 **Scalawag** reports that the next big cruiser competition on the Mexican mainland will be March 19th's **Melaque to Tenacatita Birthday Regatta**. The race features a Le Mans start from Philomina's Los Pelicanos Restaurant in Melaque and finishes at Jose — it's his birthday — Bautista's restaurant in Tenacatita Bay.

As a reminder to the Club Cruceros de La Paz that many active cruisers are eagerly awaiting the announcement of the dates of



BOB VAN GORDER

*The champ is about to burst with pride after taking 'Beer Belly' honors at the last Sea of Cortez Race Week.*

**Sea of Cortez Race Week**, we enclose the accompanying photo of last year's winner of the Beer Belly Contest. While the American Medical Association doesn't recommend such a physique, it should be noted that the Mexican fisherman it belongs to — and who

was born at Isla Partida, the site of Race Week — is 75 years old!

The photo was taken by Bob van Gorder of Northern California, who took to sailing like a duck takes to water after retiring at age 55. More on van Gorder's interesting cruising lifestyle aboard the Cal 2-27 **Judy K** in the next issue.

Do we realize that we never published Part II of Hans Vielhauer delivering the MacGregor 65 **Final Frontier** from Los Angeles to Istanbul? Yes we do, but we just haven't had room for the conclusion of that or many brand new *Changes*. Heck, we hardly have room to report that 18 months after buying the Cascade 29 **Arielle**, Brian Midyett and Heidi Messner of Portland impulsively decided to sail down to San Francisco and over to Hawaii. "We departed San Francisco under storm sail," the couple report, "but the wind died almost as soon as we left and it was more than 24 hours before we got past the Farallones." Nonetheless, the couple made it to the Islands, where they plan to hang out for awhile, in 22 days.

Our recommended **New Year's Resolution** for everyone? Less work and more cruising! After all, are we living to work or working to live?



Raiatea Carenage with Bora Bora in background - Henry Valin/Manager



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**WESTSAIL 28, 1976**. Factory built, hull 22, Isuzu diesel, 6 sails. Last hauled Dec. 1992, new bottom paint, noblisters. Loran, VHF, alcohol stove, Navico Autohelm - good condition. Berthed in Eureka. \$32,000 obo. (707) 986-7794 eves.

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**CAL 2-27, 1977**. Farryman diesel, 3 head sails & main, internal halyards, VHF, compass, folding prop, stove, ice box. Hauling 1/24/94. Bay Ship & Yacht, Richmond. \$17,000. Bill, (510) 758-4389.



**27-FT CATALINA, 1971**. Hull #9, o/b, dinette interior, 6' standing room, sleeps 6, depth gauge, compass, new battery, recent engine work, comfortable boat, needs some work. \$6,900. Call (510) 841-9869.

**28-FT TRITON #248**, Yanmar diesel, new teak trimmed interior, improved structural mast support, generous freeboard, liveaboard headroom, w/4 berths, two speed winches, main & jib, dodger, new boom & cushions. 8,500 lbs for \$1.41/lb. Myron Spaulding, (415) 332-3721.

**26-FT INTERN. FOLKBOAT**, Swedish built, f/g, full keel, H.D. offshore rig, twin m/stays, 6 winches, all lines aft, epoxy bottom, 7 sails, small o/b, moving, will sell for best offer. Call for more info. Ed, (707) 644-2474.

**1971, CAL 27** (pop-top), extra strong rigging, mainsail jib, genoa & 3 spinnakers, great Bay/Delta boat. Due for bottom job. Great deal at \$4,500. Check all the other 27's then see this one. (707) 965-3756, hm; (415) 750-5887, wk (msg).

**CHEAP CHEAP CHEAP**. 27-ft Cal MKIII, 1984. The price not the boat. 2 jibs, spinnaker & all the gear, diesel and in great condition (aren't they all?). Mike, (510) 814-0400, dys; (510) 889-1615, eves.

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**CAL 2-27, 1978**. Pristine condition, Universal diesel, 4 head sails & main, compass, VHF, DS, knot log, AM/FM cassette. Last hauled 3/93. Shorepower, battery charger, automatic bilge pump. Sleeps 5, stove, holding tank head. \$18,500. (510) 432-9255.

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**26-FT OLSON FOLKBOAT, 1955**. Complete but needs restoration, assembly. Hull dockside. Rig, sails, and gear in storage. Plans included. Sexy ride for determined sea-dog. Putz this winter, sail this spring. \$1,800. (707) 792-1867.

**1959, JOHN HANNA DESIGNED** Gulfweed ketch, 28-ft on deck, 33-ft overall. Fir over oak, gaff-rigged main, 8 sails, Volvo diesel, VHF, stove/oven, maple/mahogany interior. Sails gracefully on Bay or open waters. Solid and beautiful. Asking \$9,000. Ariel, (707) 539-3711.

**PEARSON 28**. Great little cruiser. LectraSan, AP, spinnaker gear, bimini, VHF, and more. Atomic 4 needs work. Make us an offer around \$8,000. Call (510) 642-8556, then press 3#.

**NOR'SEA 27, 1978**. Aft cabin, 2 sets of sails, diesel, radar, GPS, Autohelm, DS, VHF, dodger, 3 anchors, chain. Fully equipped for cruising. Located in Sea of Cortez, Baja, and Race-week ready. \$33,000 obo. Call (209) 267-5388.

**CATALINA 27, 1975**. New (1989) 9.9 Evinrude/cockpit controls/electric start. New bottom Aug. '92. VHF, shore power, very good condition. \$6,500. Don, (415) 567-5960.

**RANGER 26**. 5 bags sails, 2 chutes, new Awlgripp hull, new standing and running rigging. Harken upgrades, interior and exterior just varnished. Boat is sharp, fast and stiff. \$5,600 obo. Call Pete (510) 521-6100.

## 29 TO 31 FEET

**MOORE 30**, with trailer, would consider delivery. \$21,000 obo. (408) 732-3635. Please leave message.

**ALBIN 29**. Swedish design. Yanmar diesel. Bought new in 1982 for \$40,000. Super boat. Just hauled. Priced way below market value at \$13,900. This is a steal. Call Bock (510) 382-0222.

**27-FT CATALINA, 1971**. Hull #9, o/b, dinette interior, 6' standing room, sleeps 6, depth gauge, compass, new battery, recent engine work, comfortable boat, needs some work. \$6,900. Call Joe at (510) 841-9869.

**1976 30-FT CATALINA** tall rig, Atomic 4, club jib, spinnaker, VHF, KM, DS, new Loran. This is a great boat but we've moved up. Need to sell. Very clean freshwater boat. \$15,900. (209) 368-5758.

**CAL 2-29, BUILT 1978**. New diesel. Loran, VHF, DS, KM, Wind, Spd & direction. Very clean, ocean ready. Many extras. \$17,500 (415) 586-8173.

**30' INTREPID DRAGON**. Mahogany plank hull. Mast & all rigging, sails. Built in Norway. On a tandem axle trailer. This boat won a silver medal in the Olympics. Needs some wood restoration. \$3,900. (805) 545-1518.

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**82 CATALINA 30'.** Excellent condition, many extras, tall rig, new engine only 19hrs. Cash or trade smaller boat for equity. Low payments of \$260 per month can be arranged. (415)381-7310, dys or (415)332-3372, eves, Ken.

**DUFOR 31-FT SLOOP, 1983.** French built and "top of the line". Sleeps 6, Volvo dsl., Loran, VHF, Lewmar winches, new bottom, full set of sails. Great condition. \$21,950 firm. (510) 933-7440, ask for Mr. Schafer.

**CAL 30-1,** classic looks, 6-ft + headroom, single hander. New since '90: rigging, electrical, plumbing, compass, depth, knot, Loran, EPIRB, tiller pilot, auto fire extinguisher, bilge sniffer, anchor, solar panel, battery, windex, etc. Sails, interior, engine excellent. \$14,000. (408) 741-0880.

**1974 SEAFARER 29,** sloop, stable, dry and fast, sleeps 5. Incl. mainsail and 3 jibs, Autohelm windvane, vector Loran, wing keel, skeggrudder, tiller, VHF, knot log, DS, battery charger and new battery. Bottom painted 6/93. \$11,500. Call (415) 488-4761.

**BLUEWATER CRUISER** for Mexico/Hawaii. Highly developed Cascade 29 for serious cruising. Advanced self-steering, 70 gal fuel tanks, 25 hp Volvo diesel, Barient winches, 6 sails, 2 previous voyages to Hawaii, seaworthy well proven vessel. \$19,950. Pillar Point Harbor "A43" (415) 961-7835.

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**CLIPPER MARINE 30,** '76, 6 bags + spinnaker, like new 9.9 Evinrude, gas stove, AC fridge, good liveaboard. Ready to sail. Looks, runs and sails great. Martinez berth. VHF, TV; must see to appreciate. Compare prices at \$6,500. Call (510) 229-5812 or (510) 945-9010.

**OLSON 30-FT,** newly painted, near new motor, Harken self-tailing winches, 3 spinnakers, 3 jibs, 2 mains. In exc. condition. Asking \$17,000 obo. (510) 865-4109, ask for Carl.

**ISLANDER 30, BAHAMA,** 1980, wheel, diesel, AP, Loran, great condition. Two-boat owner. \$25,000. Bill at (408) 246-8131 or 241-0192.

**C & C 31, 1968.** One of the classics. New standing rigging, new halyards, all lines led aft, epoxy bottom, KM, DS, Loran, VHF, stereo, 2 mains, 3 jibs, spinnaker, Atomic 4. Well maintained. \$16,000. Call Marty, (510) 443-6358 or Ted (510) 886-1725.

**ROBERTS 30, 30'10"X10'X5'6",** 13,000 lbs. Custom built Junk Rig, just returned 19 month So Pac. cruise. Yanmar dsl., Icom HAM, VHF, DS, SiTex GPS, windvane, Navico A/P, f/g 8' dinghy, 65 gals. H2O, 30 gals fuel, 5 sails, massive storage. First class construction throughout. Positive flotation. This is a performance cruiser, especially built for single/double handed sailing & has done 6.25 knots sustained average for 75 hrs, 470 miles. Located So. Cal. (714) 831-7641. Asking \$30,000.

**TAHITI KETCH.** Good condition, wood, Volvo diesel. Needs family cruiser(s). Why spend so much. Sail now. Asking \$25,000 obo. Call, let's talk. Offers encouraged. (408) 475-4468.

**TAKE A LOOK AT THIS '83 Hunter 31.** Excellent cond. Yanmar diesel. Good sail inventory, VHF, RDF, wind, speed & DS. Compass, 2 anchors. Great for Bay and Coastal cruising. Reduced to sell at \$29,499.99. What a great buy. Call (707) 823-9669.

**OBSESSED.** Santana 30. Competitive racer/delightful cruiser. Excellent condition, 10 winches, double head foil, 7 bags of sails, 2 spinnakers. New mast and boom and rigging. Sleeps 5, full galley. Volvo diesel-runs great. Cockpit cushions. Can give race/cruise instruction if interested. \$22,500. Call Larry, (707) 745-4811.

**ERICSON 30, 1969.** Roller furling, excellent sails, DS, refrigeration, stereo, shore power and water, battery charger, wood stove. Strong and sound, but needs new engine. \$10,000 obo. Jim, (415) 664-8811.

**CATALINA 30,** great shape pedestal steering, Autohelm, lots of upgrading and new equipment, tall rig. Call (408) 655-1155 for inventory and great deal. \$19,500 obo. Does not come with slip or mooring.

**30-FT GLASS SLOOP.** Epoxy bottom, new hull paint '91, noblisters, Dutch built in '70's. New sails, windlass, chain, anchor, Loran, inboard aux. Bay area berth. \$10,000 obo. (916) 223-1017.



**ERICSON 30+, 1980.** New instruments and bottom paint 7/93. Yanmar diesel, Martec prop, Loran, wheel, pressure water, shower, propane stove, battery charger, 7 sails. Only \$23,500. Call Paul, (415) 363-6473, dys or (415) 593-0405, eves.

**ERICSON 29, 1971.** Atomic 4 inboard, furling jib, 2-speed winches. All gear and 3-man inflatable included. Hauled and painted 1991. No blisters. Well-maintained. \$14,000. Berkeley slip. Call David (510) 642-3132, dys; (510) 883-9542, eves.

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**CATALINA 30, 1985.** Well cared for cruising vessel. Traditional interior, new carpet, LPG stove/oven and Doyle Stack Pack full batten mainsail. Furling/freeing jib, self tailing winches, dodger with full canvas, bimini and many extras. \$35,000. (408) 371-9576 or (510) 522-6059.

**31-FT BOMBAY CLIPPER, 1978.** Comfortable liveaboard/coastal cruiser. F/G, strong, diesel (Yanmar), 11' beam, 6' plus headroom, shoal draft, sleeps 5 (2 dbles.) wheel steering, shore power & more. \$18,000, make offer. John, (510) 657-2260, eves.

**CLASSIC MAAS 30-FT, 7/8 rig,** Atomic 4, furling boom, 6 sails, 3 harness, new radio, bow pulpit, stern rail, 5" white compass, anchor gear, 35 gal gas. 30 gal water, 4 bunks, many cabinets. Large cockpit. (805) 642-7026, eves. (5:00-8:00).

**ELITE 29, 1984.** Elegant French cruiser/racer. Aft cabin/head, pressure hot/cold water, propane, diesel, tiller, documented. 5 sails including new Sobstad main and 110. New bottom paint/survey January '94. (Yes, Jan. '94). A beautiful boat in excellent condition. \$21,500. (415) 457-5226.

**CHEOY LEE OFFSHORE 30,** 1970 Luders design, 9 sails, alum. spars, 6-man Avon liferaft, Adler Barbour coldbox, recent LPU, lots of extras. \$20,000. (916) 758-8721.

**MARINER 31, 1969** ketch f/g hull, full keel, P-107 needs work. \$15,000. I will carry loan with down payment. Located Pier 39. Call Lance at (415) 543-5263.

## 32 TO 35 FEET

**OLSON 34 (ERICSON) 1989.** Wheel steering, race equipped incl. Harken lead car system, 13 sails, faired keel, 4.5 yrs. left on Interlux system bottom warranty, offshore safety gear, bimini, dodger. Located Seabrook, TX. Will consider trade for 22'-27' boat. D(409)238-1946, N(713)436-1573.

**COLUMBIA 34.** Large interior. Very clean. Ready for cruising/liveaboard. Deluxe version with teak trim in and out. 12V freezer, large icebox, hot/cold pressurized water, water heater, stove with oven, microwave, fireplace, large head with shower, new holding tank. 110V shore power, 35A charger. DS, KM, new AP, wheel-steering. New rigging 7/92. 150% Genoa, 90% self-tending jib, new storm jib. Dodger, propane BBQ, swim ladder. Two anchors. Asking \$26,000. (408) 721-5901 days, (408) 734-1095 eves.

**AIRES 32.** Thomas Gilmer design. 1976 Staysail sloop. Lovingly maintained, recently refitted. Aluminum mast with StaLoks. Barrier coat bottom. New: CNG stove, water system, Loran, Fath, standing rigging. Custom fit 7' Montgomery dinghy included. See in Alameda. (408) 479-3268.

**1959 MASON 35-FT SLOOP.** Classic beauty. Mahogany over oak, full keel 5'. Seaworthy racer/cruiser. Professionally maintained. Survey 1993 for \$32,000 obo. Sandy (714) 455-9934.

**ERICSON 35, 1973.** Water heater, h/c pressurized water, CNG stove with oven, refrigeration, head with shower, holding tank, VHF, DS, Speed, Loran, 50 amp charger. Owner financing available. Asking \$26,500. Call (707) 794-1235 or (707) 766-8623.

**1980 FANTASIA 35.** Cruiser/liveaboard teak deck and interior. 7' headroom, GPS, Radar, VHF, monitor, solar, wind gen, hard dinghy, propane, new cushions, Loran, dodger, 120 gal fuel, 215 gal water, mast steps, CQR/Danforth holding tank. \$65,000. (415) 989-7932.

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**32-FT WESTSAIL, 1976.** Factory built bluewater cruiser. Very good condition. \$42,000 negotiable. For specs call (408)645-7874 and leave message.

**CUSTOM CHOATE 33.** Consistent winner. 13 sails, diesel, cruise 6 with CNG, mech. ref., dual water tank etc. Photos, survey, equipment list upon request. Moored in Marina Del Rey. Asking \$32,000 obo. (310) 479-0116 (eves).

**35-FT FERRO CEMENT CUTTER 1976.** Huge interior, 7 sails, 5 anchors, windlass. VHF, depth, knotlog, Autohelm 4000, shortwave receiver, windvane. Volvo diesel 36 hp, 100A alternator. Honda generator, wind generator. Achilles sportboat, 4 hp Johnson. Lots more. Now cruising Mexico. \$30,000. (604) 521-2127.

**SPENCER 35-FT** sloop, new diesel, mainsail, dodger, Aires windvane. Extensive parts and equipment. Many upgrades. Documented. \$32,000. (408) 724-5040, after 7 pm.

**'89 YORKTOWN 34.** With her LPU blue hull and all wood interior, this gem will get you there and back in comfort and style. Volvo, solar, HAM, VHF, DS, KM, hard dodger, APs, 200' chain, windlass, epoxy bottom. \$29,500 offer. Call (408) 458-3144.

**WESTSAIL 32, 1978.** Factory built, Mark II. A bluewater yacht with an available liveboard slip or ready to cruise. Very clean and in good condition. Half Moon Bay. \$55,000. (415) 728-0259.

**PEARSON 323,** classic 1978 coastal cruiser. Single owner. Very clean. Volvo diesel, Autohelm, VHF, Loran, DP, KM, Force 10 propane stove and heater. Avon w/outboard. 2 furling jibs, spinnaker, jennaker, 2 mains, and dodger. Asking \$34,500. Call Kent (408) 252-3926.

**32-FT CUTTER SAILBOAT** w/20 hp Albin diesel. \$10,000 firm. (415) 331-9549.

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**BENETEAU FIRST 32s5 1989.** Exc. cond., Euro mahogany int., 150 hrs. on Volvo dsl., wheel, furling, 4 Sobstads, reefer, depth, speed, wind, Loran, VHF, CD, h/c water, many extras/upgrades, very clean. \$67,500. (415) 882-2397.

**SABRE 34 AFT CABIN MARK II, 1989.** Beautifully designed (Best boat of the year 1986, *Sail mag.*) Fast and ocean worthy racer/cruiser. Professionally maintained in excellent condition. Epoxy bottom. Basic inventory. \$79,500. Principals only. (510) 655-8800. Also Signet wind inst.

**COLUMBIA 34'** great for cruise or liveboard. 6'3" headroom. Stove, refig., h/c pressure water, new mainsail, sleeps 7. Possible owner finance. Sensibly priced at only \$26,500. (510) 313-9319.

**WHITHER THOU** is for sale. A NorWest 33 sloop, Chuck Burns Design, hull #1 of 19 total. A limited edition. 3rd place, Singlehanded Sailing Society Race, San Francisco, Kauai 1980 and a liveboard vessel for 10 years. Looking for skipper who wants to sail a proven Pacific Ocean sloop/over 50,000 nautical miles to her credit. \$45,000 obo. For complete details, specifications and inventory listing, contact her original (only) owners: Gene and Dottie Haynes, Rte 2, Box 3028, Lopez, WA; (206) 468-3019 or fax (206) 468-2399.

**CLASSIC TRADITIONAL KETCH.** Beautiful Herreshoff, 33' LOD marconi rig with stays'l built San Diego, by Ron Amy, master craftsman. 40' LOA, 28' LWL, 9'6" beam, 5' draft. Dark green, burgundy sheer. Mahogany on oak, teak planked decks, ash interior. Excellent condition. New tanbarks. Sabb diesel, tiller, ports, stanchions, winches, windlass, poured socket turn buckles & hardware custom bronze. No electronics. 4 anchors, plenty chain & rode. Lazy jacks, pinrails fore/aft. Hauled 9/93, wooded, 10 coats topside, 6 bottom. Porta-potti. Absolutely no leaks deck or hull. She's extremely well balanced, sails like a dream even in weather that's a nightmare. Bluewater proven/ready. Lying Bainbridge Island, Washington. Sacrifice. Must sell. Price slashed to \$19,500 cash only. Can deliver. Serious only, (206) 780-8939.

**ESTATE LIQUIDATION.** Rhodes 32 LOA, cruising ketch. \$40,000. Everything goes, tools, parts. Fiberglass hull, deck & cabin. Teak deck, cockpit, rails & cabin. Isuzu diesel. Slip available Santa Cruz for 2 years. Original owner. Brochure for \$1.00. (408) 354-8719.

**ALBERG/ERICSON 35, 1966** classic coastal cruiser. New: Yanmar dsl, Sobstad 90% jib and main, rigging, LPU mast and boom, gelcoat decks, bottom paint, 2 spd Barients & electronics. Reduced to \$27,000. Mike, (415) 824-1959, anytime.

**RANGER 33.** Sorceress, built in 1970, Hot 70's IOR racer, perfect 80's liveboard. All the whistles and bells, excellent condition, prettiest Ranger afloat. \$22,500. Located in Santa Cruz. Call (408) 479-4158.

**CAL 11-34, 1975.** Westerbeke 4-cyl. diesel, roller reefing, wheel steering, VHF, LNG range, power hot/cold water, sleeps 6. Large cockpit for day sailing. Enrolled in Sausalito Sailing Club charter program, providing income/professional maintenance. \$24,000. (415) 383-3668.

**32'6" PEARSON VANGUARD, 1965, #273.** Dodger, windlass, bow roller. Mahogany interior. Autopilot. Excellent condition. Must see. \$21,500. (415) 491-4971.

**CORONADO 34-FT, 1968.** Tabernacle, new: Loran, toilet, cockpit, skirts, fresh water pump, Ritchie compass, storm jib, mast wiring, spreaders, shrouds, marine stereo. Bottom paint - 11/93, no blisters. 8 sails, wheel, AP, all receipts. Call (805) 984-1704. Trade up & \$ or \$23,500.

**ENDEAVOUR 32-FT SLOOP.** Full head and galley, sleeps 6, great cruising, want to move. Value \$18,000+ 1st 15 takes, obo. (510) 829-6060, dys; (510) 846-0794, eves. Jim or Nancy.

## 36 TO 39 FEET

**1978 RAFIKI 37.** As is, where is. Located in Pago Pago, American Samoa. Damaged in Hurricane Val, December 1991. Marine surveys report available. Video of boat can be arranged. Tel. or fax to 011-684-699-4069. Make offer.

**HINCKLEY 38 SLOOP.** Superb condition, very well equipped for race/cruise. Many sails, life raft dingy o/b. \$89,500. (415) 347-6934.

**1988 36'9" LOA 36' LOD** steel Roberts Spray cutter rig aft cockpit. Built for two to cruise in comfort and safety. Recent haul and paint 1990 Mexico vet. Ready to go again. Major price reduction to \$70,000. Call now. Won't last at this price. (619) 426-0706.

**HUNTER 36.** Rebuilt engine, new sails, new steering and rudder well maintained. Sausalito berth. Assume low interest loan or \$26,000 cash. Call (707) 224-2076.

**C & C 38, 1976.** 1/4 ownership in a well run partnership. Well equipped, 35 hp low mileage Yanmar, 13 sails, 13 winches, 3 anchors, dinghy, propane stove, new electrical. Located South Beach Marina. \$15,000. Allan, (415) 726-7072.

**ISLANDER 36, 1984.** Reduced \$10,000 for quick sale. Excellent condition, main plus 4 jibs, 2 spinners, 30hp Yanmar, hydraulic boomvang, outhaul & backstay, refrigerator, natural gas stove & much more. \$59,500. (209) 466-9704 days; (209) 943-2525 eves.

**1955 KETTENBERG 38.** Meter style sloop. Gruel planking on oak, bronze fastened. 12-ft dinghy included. \$10,000 obo. Greg, (415) 679-1155, pager.

**37-FT WOOD HANA CAROL** gaff ketch. Volvo 28 hp. Pretty, solid, steady and slow. \$30,000 obo. (415) 346-6330, dys; 346-0248.

**HUNTER 37, 1984.** Super clean, low hours, sail/cruise, furling jib, Yanmar 30, wheel, stereo, VHF, WS/WD, charger. Asking \$50,000/offer. Call (415) 435-2924.

**EXPRESS 37, 1985.** Hull 5, new 7/93 Doyle and North inventory, B & G, Harken, many extra sails and all the gear. Clean and in very good condition. \$75,000. Wayne, (617) 631-5318 or Jay (408) 476-7598.

**36-FT ISLANDER SLOOP.** Great liveboard, local and long distance cruiser. Vintage 1972, super strong. 1993 survey available for serious buyer. I am motivated to sell now. Call Joe, (408) 423-4230, eves or msg.

**AMAZON 37, 1985.** Fast, dry, comfortable all steel cruiser. Professionally built, fully foam lined, new Awlgrip paint. Great galley, accommodations. Complete offshore equipment including GPS, radar, HAM radio, AP, VHF, EPIRB, many spares. Easily singlehanded. \$114,000. (509) 838-4801 for more information.

**PILOTHOUSE - PEARSON 36, 1980** on 365 hull, dual steering, 50 hp Westerbeke, Loran, VHF, DS, roller furling jib, stowaway main, refig, LP, stall shower, ElectraSan. \$65,000 obo. Call (916) 265-2945. Berth in Vallejo.

**36-FT CATALINA, 1983.** Diesel, furling jib, spinnaker, radar, Loran, VHF, depth, knot, Autohelm, batt. chrg, FishFind, stereo, hot/cold press. water, microwave, bilge pump, Zodiac dinghy, bottom done 9/93, etc. Best value for Bay and Coast. \$44,000. (510) 838-9048, h; (510) 977-4735, w.

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**CAL 39-2, 1978.** Excellent condition and lots of equipment. Perkins 4-108 diesel, Harken furling, 6 sails, spinnaker, Alpha AP, Loran, Signet knot/log, WP/WS, DS, propane stove & heater, fridge, folding & 3 bladed props, dodger, good ground tackle. Liveaboard or go cruising now. A real value at \$62,500. Call (510) 490-3011.

**ISLANDER 36, 1973.** Diesel, full lead keel, pedestal steering wheel, compass, depth finder, KM, stereo, VHF, stove/oven, sails, batteries, chargers, anchors, ice box, sink head, sleeps 6, spinnaker pole, won Islander Regatta Championship, 4 match races. \$29,000. (415) 721-7974.

**ISLANDER 36, 1972.** Good cond. Perkins 45 hp diesel, must sell. \$24,000 obo. (510) 683-4205, day/msg. (510) 490-5987.

**TARTAN 37, 1978.** Excellent, strong stable, cruiser/racer. Sparkman-Stevens, numerous upgrades, immaculate interior. Diesel, ProFurl, dodger, elect. windlass, spinnakers, Force 10 stove & heater, refrigeration, Autohelm, documented, VHF, Loran, KM, DS, WP, newer rigging, shaft. Hauled 4/93. Much more. \$65,000. (510) 236-5839.

**BALTIC 39, 1980.** Yanmar 4JH, V drive, 11 winches, 13 sails, tall mast, Navtec discontinuous rod, deep keel, NKE topline, GPS, AP & integrated wind system, ICOM VHF, Northstar 800X, Espar D5, Blaupunkt Bose stereo. This yacht is beautiful and in excellent condition. Owner wants to move up; will consider part trade on larger Baltic or Swan (1980 or newer). \$150,000. (206) 337-0304.

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**CHEOY LEE OFFSHORE 41 KETCH,** Ray Richards design; customized for world cruising; comes with everything from Henri-Lloyd foul weather gear to spare parts, and backups to backups including GPS, SatNav, Loran, sextant, 600 feet of chain, 10 sails, inner forestay, jiffy reefing, refrig, large chart table, Givens, class A EPIRB, solar panels, davits, dinghy, o/b, rack and pinion steering, Perkins 4-108 new 1986, expanded battery compartment with 2-200 amp hour batteries, AP, emergency generator, full awnings, dodger, Gas Systems stove, natural gas and propane and Highseas medical kit among other things on five page equipment list. Recent survey; beautiful condition. Replacement \$220,000, sacrifice for \$75,000. (805) 569-5225.

**48-FT SOVEREL KETCH 1985.** Fast, comfortable cruising at it's best. US-built can be chartered. Very well equipped, excellent condition, ready now to cruise again after 3 years in Caribbean. Available in Florida. \$139,000. Call (800) 422-4663, ext. 400; lv. msg. please.

**HANS CHRISTIAN 41 TC, 1986.** USCG documented. In the South Pacific now. Walk aboard and sail away. Fully equipped: spare parts, rain gear, electronics, etc. Will sail to Tonga, Fiji, New Zealand or Hawaii for you to pick up and begin your dream cruise. For information, equipment list, and/or pictures write to: N. DeStael, 505 W. 45th St., Vancouver, WA 98660. Questions may be faxed to Liz at 011-676-70-130. A wonderful boat at \$169,000. No brokers.

**CT 41,** staysail Kt, all F/G, prof. modified & equipped for world cruising. Complete, AP, WM, refrig, etc. Too much to list. Call for details. Located in sunny Baja. Steal \$78,000. Call (310) 519-1208 or (310) 518-7640.

**42' GAFF RIGGED SCHOONER.** Chapelle design, built in 1963. 40hp Perkins diesel. Wood burning heater, kerosene stove and lanterns. Extras. Well maintained. A beauty. \$45,000. Call (510) 357-6879.

**44' STEEL CUTTER.** Cruising boat, USCG documented, aft cabin, center cockpit, Ford Lehman 100hp diesel/60hrs, Velvet drive, hydraulic steering. \$30,000 obo. (408) 732-8661.

**CT 41, 1975.** Traditional cruising Ketch. Excellent condition, great liveaboard, Autohelm, elec. windlass, DS, KM, elec. refrigeration. Completely reconditioned engine and new wiring. Asking \$60,000. (916) 446-5278.

**CHEOY LEE OFFSHORE 40** tri-cabin in outstanding condition. Philip Rhodes design. Hand layup fiberglass hull to Lloyd's specifications. Burmese teak throughout. Perkins 4-107, low hours; Max prop; aluminum mast; new sails; Barent winches; B & G electronics; much more. (310) 397-0141.

**CSY-44 CENTER COCKPIT** cutter, 1977. Reconditioned 1988. New Yanmar 75hp diesel 1991. Fully cruise equipped with latest and best in 1991. Cruised Mexico, Costa Rica, Panama Canal. Presently lying Western Caribbean. Will deliver to Florida if desired. \$125,000. (209) 683-4864. Fax, (209) 683-2402.

**WESTSAIL 42-FT, 1981.** Center cockpit, cutter rigged. Well maintained. Must see to appreciate. Presently moored in Sausalito Yacht Harbor. \$95,000. For further info., call (415) 331-3022.

**GULFSTAR 43-FT KETCH** center cockpit, GPS, Loran, VHF, wind speed/point, Perkins diesel, clean, well equipped great sailor and/or liveaboard. Includes Achilles dinghy with o/b, 6 sails, dodger, just hauled. Call for spec sheet, made in U.S.A. \$89,500. Call Jim, (510) 254-5653.

**ISLANDER TRADER MOTORSAILER** 46-ft, 1983. LP & bottom paint 6/93, cruised Mexico 4 years, 120 Ford Lehman, 700 fuel, 450 water, radar, GPS, large aft stateroom. Completely outfitted for extended cruising or great liveaboard. \$139,900. San Diego, (619) 222-4982.

**EXCITING PROJECT.** Steel hull for sale. Bruce Roberts offshore 44. Center cockpit ketch. Nice lines. Includes steel dodger, davits, railings, hull, deck and coach roof. Nice stainless chainplates. One mast and engine. Bare hull inside, serious calls only. \$10,500. (408) 336-2442.

**OFFSHORE 41** by Cheoy Lee, 1978. Tri cabin layout with circular dinette, huge cockpit, refrigeration, LPG stove/oven, diesel heater, Perkins 4-108, Alpha pilot, Maxwell electric windlass, ProFurl, custom traveler, dodger. \$70,000. Call for brochure, (707) 579-4298.

**HARDIN 45 CENTER COCKPIT** ketch, documented cruiser/liveaboard. Just back from 2nd Mexican cruise. Recently installed: Pur Watermaker, Furuno radar, Trimble GPS, Robertson AP, Icom SSB, weatherfax, standard loud-hailer, Pioneer stereo, CD tape deck, Profurl, B & G instruments, 4 gel batteries, ACR 408 EPIRB, Simpson-Lawrence Horizon windlass and ground tackle. Ample electrical system; Newmar panel; LPG system; twin Raycor fuel filters; lazy-jacks; fire-water-engine alarms; bilge pump/float switch. Recently hauled and surveyed. \$140,000. (408) 395-3054.

**BALTIC 42 DP MAGNUM, 87.** Owner says sell it now. Extensively equipped including: 3 blade Max Prop, Harken RF, oversize winches, stern mounted swim ladder, windlass, BBQ, radar, Loran, GPS, 12v watermaker, Grunert refrigeration, Perkins 4-108, SSB, VHF, B & G and Autohelm instruments, Autohelm 4000, weatherfax, Alpine stereo, dacron cruising sails, kevlar racing sails, inc. 4 spinnakers. Excellent condition. Ready to go anywhere. Serious ready to buy offers only. (916) 583-6107.

**CHERUBINI 44.** Classic, fast and beautiful. Glass, teak and cherry ketch, or cutter. One of the "World's Best Sailboats." 90% completed; you rig and equip and save \$200,000. Please call Steve at (415) 664-3070.

**ISLANDER KETCH 40,** center cockpit, liveaboard/cruiser, extraordinary storage, large aft stateroom & V-berth, teak interior, 2 heads, 7 sails, 100 hp diesel, 3 kw generator, new electronics & rigging, standup workshop, many accessories. Excellent condition. \$68,500; \$5,600 dw, (510) 522-2391.

**WANTED,** Morgan 41-ft O/I or similar, send location, asking price, details (survey if available) to box 219, 1040 Ferry Building, San Francisco, CA 94111.

**SANTA CRUZ 50.** Classy eye-catcher with swim platform. Excellent condition with \$200,000 retrofit/upgrade 1991. USCG certified for 25 passengers for hire coastal route. Currently in San Francisco Bay Service. Sleeps 10 in berths, 8 kw generator, 20 gal/hr watermaker, radar, GPS, stereo, tape, CD, dodger, windlass, refer, freezer, extra fuel, 13 bags sails. More. Race or cruise. 1992 San Diego-Manzanillo winner. \$225,000 firm. (510) 682-6610.

**41-FT GARDEN KETCH, 1973.** 12 sails, AP, windvane, generator, Loran, VHF, holding tank, 2 anchors, chain rode, separate shower stall, propane stove, h/c pressure water, refrigeration, 80 hp Lehman diesel. Full keel, beautiful handling. Must sell. \$52,000. (415) 737-9562.

**REPOSSESSION.** 1979 Cheoy Lee Offshore 41. 2-boat owner must sell this great ketch quickly. \$46,450. Good condition; needs some elbow grease. (415) 974-9007. Leave name and address; I'll mail complete list of equipment & photos. Must sell soon.

**MASON 43 CUTTER, 1985.** Meticulously maintained. Liveaboard, cruise ready in La Paz Mexico. Westerbeke engine and generator, Autohelm, Loran, radar, SatNav, HAM/SSB, watermaker, windlass, 5 bilge pumps, furling headsail, self-tailing winches, reefer/freezer. Call for huge equip. list, photo. \$180,000. (805) 393-5458.

**McGUIRE 44-FT CUSTOM** \$98,000. If you are seriously in the market for a one-of-a-kind performance cruiser that embodies the true tradition of the master craftsman, this beautifully executed example is for you. Custom built by a professional for his own use and offered at a 3rd of its replacement value, this exceptional boat represents an outstanding investment. Phone or fax for full specs. J.J. Smith, (805) 564-3609, fax (805) 965-3879.

**41-FT CHEOY LEE, 1980.** Cruise or liveaboard, VHF, Loran, Autohelm 4000 AP, and Bidata speed/depth, Signet windspeed/point new dodger/sail covers, CNG, refrigeration, elec. windlass, 6 sails & spinnaker, 10-ft inflatable with 8 hp o/b. \$89,000. (408) 436-8496.



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**CLASSIC SWEDISH DESIGN** one of two built, 1949; mahogany planks, oak frames, copper rivets. Volvo MD2, full keel, Sutter sails, spinnaker & gear, AP, etc. Needs deck & electrical work. \$3,500. (707) 443-3822, eves. (916) 627-3521.

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**40-FT GAFF RIG KETCH.** 60's classic woody with traditional charm and 90's gear. Cruised Mexico last 3 years. Ready to go again. Affordable and practical. \$48,000. In San Diego. For info. sheet and photos, fax box 379, (619) 222-1185.

**RESTORATION PROJECT.** 62-ft ketch, William hand-design, built in 1939 at Casey Boatyard, Mass. Mahogany on oak. (510) 234-9566.



## MULTIHULLS

**31-FT GEMINI CATAMARAN, 1985.** Full cruise equipment. Honda 15 o/b, roller furl main & genoa, spinnaker, storm jib, electronics: AP (2), radar, GPS, VHF (2), HAM/SSB, watermaker, solar panels (3), gel cells (3), propane stove, oven, refrig/freezer, microwave, inverter, HiFi CD, 5 anchors, Avon RIB & o/b. \$62,500. (619) 222-9694.

**36-FT CROSS TRIMARAN,** Westerbeke diesel (4-107). Micrologic Loran C. VHF radio, 4 sails. See at Das Cliff Haus. Across river from Rio Vista. (916) 777-9936. \$20,000 obo, or trade.

**HOBIE 18.** White hulls, light blue tramp, multi-colored striped sails (Carumba pattern). All line has been replaced. New roller furler. Comp tip. Includes trailer with new tires and spare. \$1,700 obo. (209) 738-9463.

**38' BROWN DESIGN TRIMARAN.** Already in Mexico cruising. 35hp Evinrude o/b. 8' dinghy w/ 3hp Johnson. Not many luxuries; just your basic lifestyles of the poor and irresponsible cruising boat. \$10,000 obo. Call (707) 257-6352.

**37' BROWN SEARUNNER.** Brisbane Marina berth, documented, West epoxy system thru out. 16hp Renault diesel, 3000 Autohelm, VHF radio, propane, hot and cold water, refrig., fireplace. Comfortable liveaboard. Price \$20,000 giveaway. Information and complete inventory call Joe Lockwood (916) 865-9092.

**42-FT CROSS TRI.** Needs interior. Double spreader, headstay, & backstay, sails, winches, & other equipment. 44 hp Yanmar being rebuilt. \$16,000 obo. Boom vane, new \$600; VHF \$80; DS \$60; & other equipment. 31' AA Piver. \$9,000 obo. (408) 423-6061.

**37-FT POLYCON CATAMARAN** balsa/fiberglass, 3 cabin, 2 heads, propane stove & 3-way refrigeration, 3 anchors, double battery bank, inverter, watermaker, radar, GPS, EPIRB, weatherfax, SSB, Yanmar diesel. Reduced \$5,000, \$93,000 will work with broker. (619) 270-1071.

**NEW 35-FT** full bridgedeck performance cruising catamaran. Kickup rudders, daggerboards or keels. 3 doubles, 2 heads. Complete to 'lockup' stage, ready for sanding, painting, fit-out. Wingmast option. Sleek, fast, proven design. West Coast. \$89,000. (619) 222-0922.

**HOBIE CAT 16** w/trailer, extra sails, composite mast, good condition. Sausalito storage. Must sell. \$700 obo. (415) 387-2099.

**29-FT WARRIOR CATAMARAN** 17' beam, demountable hulls, trailer, main, jib, genoa, spinnaker, 2 bunks, 15 hp Johnson. \$6,995. Call (916) 944-7240.

## POWER & HOUSEBOATS

**40-FT DeFEVER TRAWLER** for sale/lease/rent. Perfect liveaboard in Alameda. Micro, washer, dryer, 2 heads, 2 refs, 2 freezers, shower. 120 hp Ford diesel, dual racer filters, diesel heater. Exc. condition. \$53,900 sale. (510) 865-3935.

**32-FT POWER CRUISER,** custom built in 1940, mahogany on oak frames. Haulout and survey in June 1993. Hull excellent, new windows and epoxy decks, no rot. Beautiful liveaboard, solid enclosed rear deck, unbelievably spacious. \$7,000 obo. Jim, (415) 664-8811.

**50-FT CAPTAINS GIG.** Original, no engine. Cedar planked. Top 2 planks oak. Steel fastened, 33 new sisters & 6 planks. Excellent shape. \$3,000. (510) 684-3458.

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**SEEKING MATURE PERSON** who considers fast Bluewater boat necessary. Must have: healthy lifestyle, experience & applicable talent and \$25,000+ to invest. No Athiests. Mexico based itinerary. (503) 459-4540 or 459-3298.

**CAL 31.** Space available in a 5-person group. You must have sailing experience or at least be willing to learn. This boat has 1 main, 3 jibs and spinnaker. Also a new Perkins M20 diesel. Alameda berth. \$175/mo. Mike or Loma at (510) 865-5147.

**SANTANA 35 - Partnership/Charter/ ?.** Excellent shape 1983 (one of last built). Two time National Champion. Minimum three month commitment buys full or part time usage for racing/cruising. Terms, usage, berthing negotiable. Currently in Alameda. (510) 834-6301, after 11 am.

**SEA STAR 460,** partnership seeking non-equity partner for a 25% share in a beautiful 51 LOA pilothouse cutter. Sleeps 9. A great opportunity to sail a bluewater cruiser for only \$400/mo. Call for details, (707) 255-3368, eves.

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**42-FT GRAND BANKS TRAWLER,** twin diesel. Cruise & dive in Mexico. Beautifully maintained and piloted by bi-lingual captain. No boating skills required. Slip in Guaymas Mexico. 1/5 ownership for sale, \$10,000 plus \$300/month. Arizona, (602) 297-4455, eves.

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**SOUTH MISSION BEACH Duplex** located steps from the finest beach in San Diego. Three bedrooms, loft, rooftop sundeck, cathedral beam ceilings, plus a two bedroom two bath rental. Price \$485,000. I will trade my \$115,000 equity for a 40' to 50' cruising sailboat located anywhere in the world. Call me or fax me for details. Jack, (714) 493-6752 or fax (714) 493-2108.

**BEAUTIFUL CABIN** on lakefront, located in Maine near Bangor. Knotty pine interior, R-19 walls, vaulted ceiling, 3-story, woodheat, heavily wooded 9 acres. Will trade for 32'-36' fiberglass, diesel cruising boat in the \$60,000 range. Call (916) 622-8169, lv mgs.

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**SAILBOAT WANTED.** Albin 7.9/Dufour Arpege/Yamaha 25 or similar interesting quarter or half ton sloop. Probably prefer foreign, definitely prefer no blisters or fixer uppers. Have cash. Please leave detailed message. (415)457-5226.

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**WANT TO BUY.** Owner financed 40'+ boat as liveaboard. I have a down payment. Will consider any condition or state of disrepair. Functional head and galley a must. Please no junk. Chris (510)449-0652.

**WATERMAKER.** Power Survivor 35 or equivalent, 6-8 hp SS Evinrude or Johnson o/b, GPS, portable SCUBA tank compressor, 40 amp battery charger, 65 lb or larger collapsible storm anchor, gennaker 45'-47' luff. Charlie, 895-5788.

**WANT RADAR** modern Furuno or Raytheon 16 or 24 MC in good working condition. Arvid, (415) 599-9111.

**USED GEAR IN GOOD CONDITION** and priced reasonably for 30-ft sailboat. Roller furling, radar, watermaker, 406 EPIRB, weatherfax, fax, SSB, inverter, solar panels, GPS, computer, maps, VHF. (408) 997-2365, lv msg. I will return all calls.

**SUNFISH.** Bought decrepit Sunfish, need parts, especially old sail and foils. Or just sell me your entire Sunfish cheap. Rob, (415) 383-8200, x109.

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**CHRISTMAS PRESENT** for Pacific Cup racer. ICOM M600 SSB, still in box w/ Outbacker HF Marine antenna. \$1,495. Call "Doc" Stewart (415)952-3080.

**SSB** and matched antenna tuner, SEA. New in July in unopened cartons, \$1,500. Matched pair of Raleigh 20 3-speed folding bicycles. Good condition, \$300 pair. Starfinder 2102D with manual by David Burch, \$10. Call Robert (408)723-4821. If necessary, leave message.

**11' INFLATABLE** with rigid floor and transom, \$800. Raytheon 48 mi radar, \$800. Davis sextant, \$75. MD2B Volvo partially stripped with extra parts, \$800. Hand truck, \$20. Radial arm saw, \$200. Wanted non working marine head. Call (707)745-5603.

**CHAIN FOR SALE.** 350' of 3/8 used chain. A little rusty but very servicable. \$200. Call J. Davis (415) 361-0618 leave message.

**DIESEL 4-107 WESTERBEKE** with gearbox. Low hours. Blown, ideal for rebuild or spare parts. \$1,000 obo. Contact (415)390-0336.

**1993 J/80** (slightly used) North Sails racing main, jib & asymmetrical spinnaker. Mast mounted instrument pod includes SailComp digital compass, Autohelm knotlog, windpoint/wind speed & VMG. Commissioned August 93. Factory list \$42,657. Forced sale by January 31st at \$29,900. (619)291-7245.

**TRAILER** - Custom built. Fully adjustable. Tandem axle, electric brakes. Handles long sailboats. Excellent condition. Best reasonable offer. Also San Juan 28 sailboat, full set of sails, Yanmar diesel engine, 1980. Great condition. Call (916)763-9826. Leave message.

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**NEW IN BOX:** Sextants: Simex, Davis. Sniffer (Sock), solar panels, weather station Wizzard 2, Universal engine panel, engine control system, Signet speedometer, Nicro Dorado vents. Shackles, blocks, halyards. Foul weather gear. Much more. Send SASE to P.O. Box 37-1090, Montara, CA 94037 or call (415) 726-2560.

**SOLAR PANELS** used 1'X4' Arco model 52 30 watt \$150 w/frame, \$75 w/o. (415) 365-9475.

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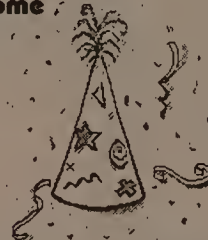
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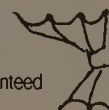
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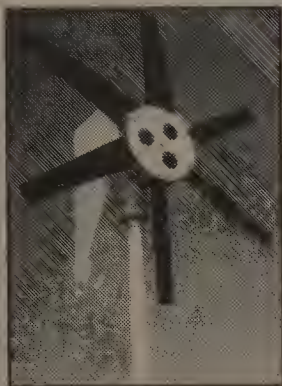
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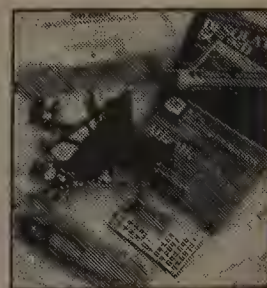
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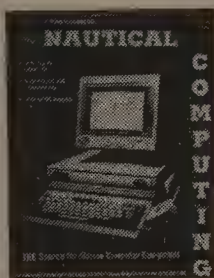
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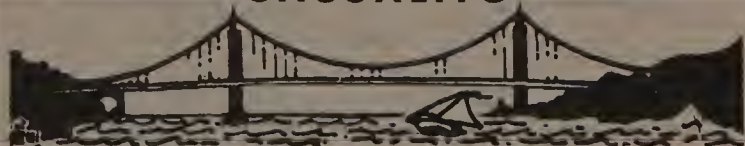
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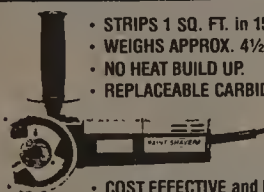
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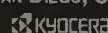
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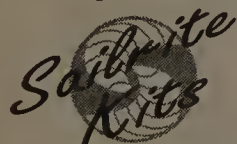
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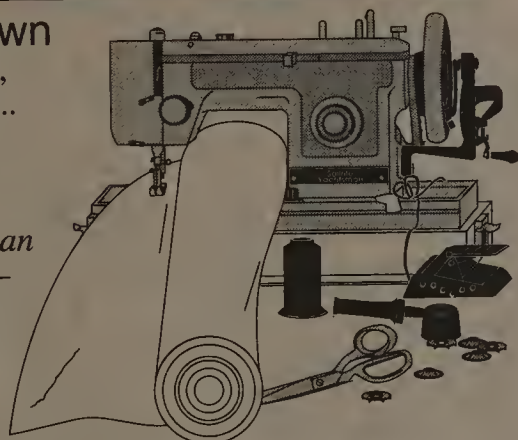
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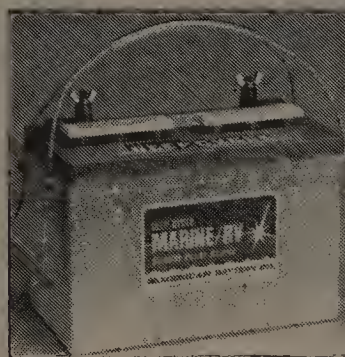


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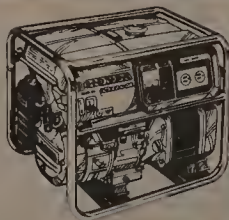
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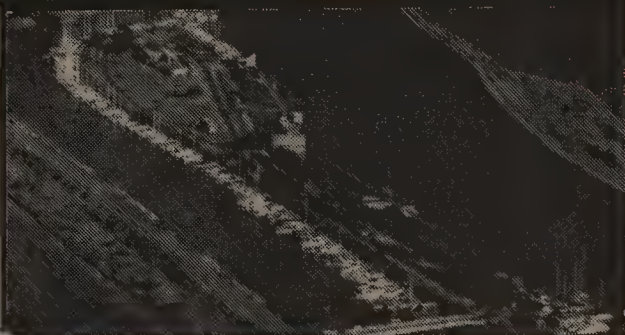
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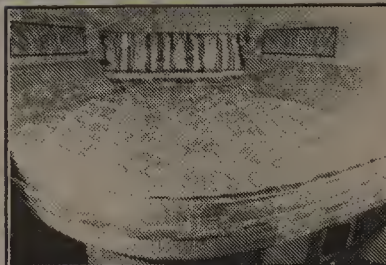
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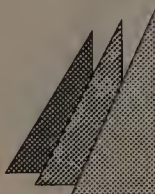
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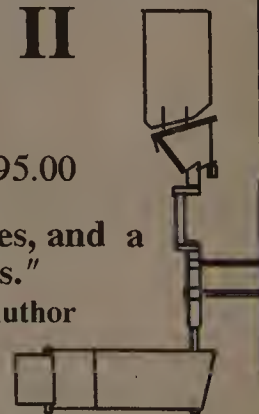
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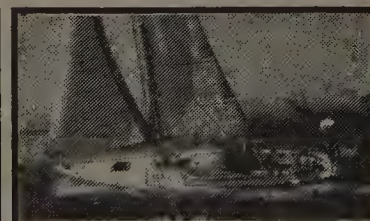
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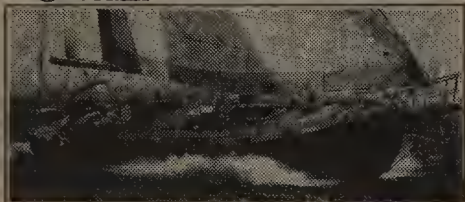
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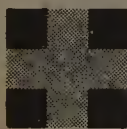
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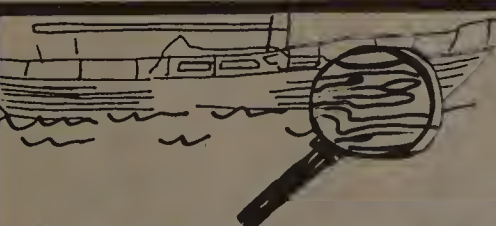


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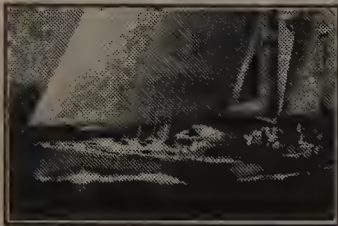
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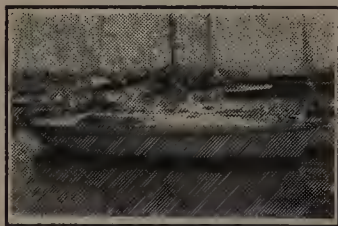
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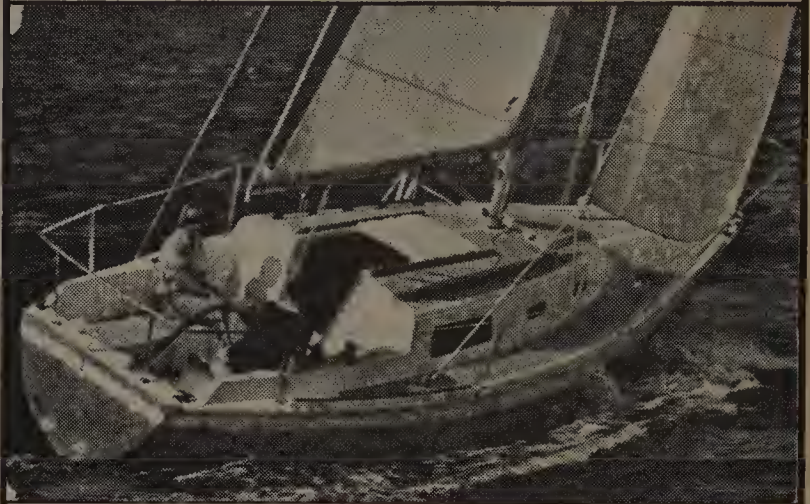


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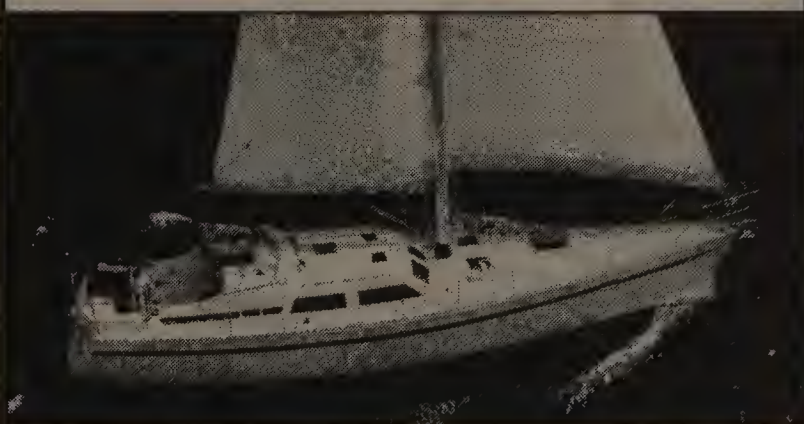
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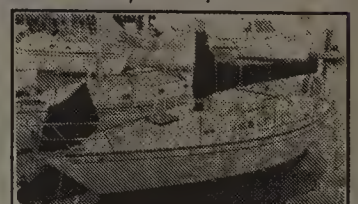
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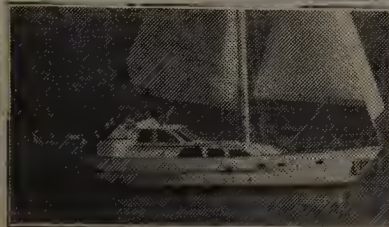
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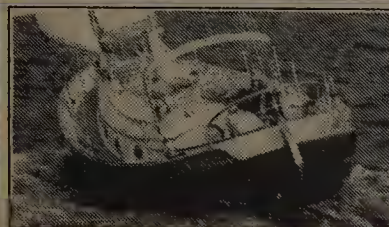
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**60' LAGER, '93**  
 Rob Ladd design.  
 Exceptionally large and elegant interior.  
 Can be fully customized.  
 Unique opportunity. Must see!



**64' DYNAMIQUE, '83**  
 3 double staterooms.  
 extensive equipment list.  
 Outstanding charter boat.



**42' TAYANA, '82**  
 Popular center cockpit.  
 Roomy interior.  
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**42' BALTIC D.P., '82**  
 Exceptional quality.  
 Present owner has spared no expense to fully customize.  
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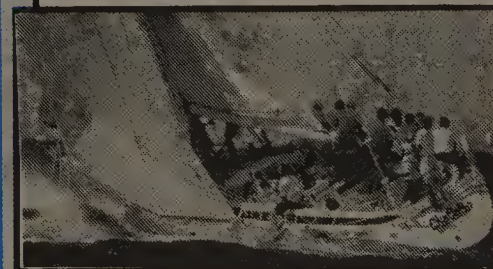
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 (5) available. One of the most successful one designs. All well equipped. Please call for details.

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38' SWAN, 1978, Race/cruise ready ..... Try \$105,000  
 45' LANCER MOTORSAILER 1980, Great liveaboard ..... \$125,000  
 45' HERRESHOFF KETCH, 1989, As new condition ..... \$320,000  
 46' CARDINAL, 1988 ..... Try \$150,000  
 53' SWAN, 1988 ..... Reduced  
 61' C & C CUSTOM KETCH 1972, An exceptional world cruiser. .... Inquire  
 62' CUSTOM KETCH 1985, Outstanding condition throughout ..... \$575,000  
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One of the most comprehensive Swan 53s anywhere.  
 Many recent updates including sails and electronics.

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Sparkman & Stephens design, beautiful Nautor quality. This is a very comprehensively equipped Swan in superb condition.  
**\$440,000**



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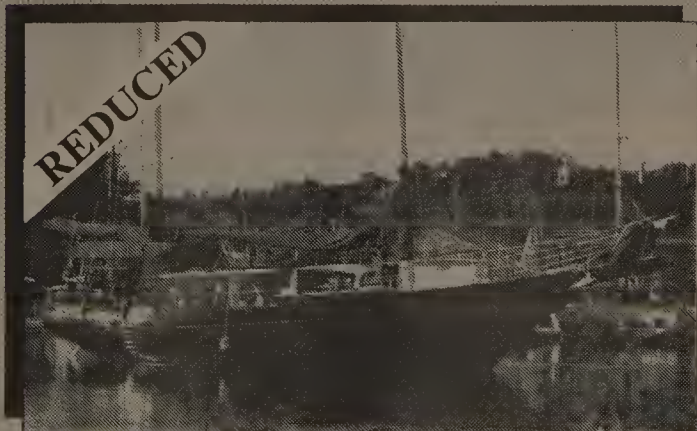


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51	Morgan, '76	115,000	28	Ericson, '84	28,500
50	Force 50, '73	150,000	28	Wylie, '77	15,550
46	Island Trader MS, '81	150,000	27	Bristol MkII, '76	14,500
46	Frers IOR <i>Bravura/Golden Bear</i> '80	75,000	27	Chey Lee Offshore, '69	18,000
45	Columbia, '73	80,000	27	Ericson, '74	22,000
44	Jeanneau, '85	145,000	27	Ericson, '72	14,500
44	Cascade, '91	139,500	27	Cal, '76	12,900
44	Lancer Motorsailer, '81	110,000*	27	Hunter, '80	16,000
43	Hans Christian T, '85	189,000	27	Newport (S), '79	9,500
43	Columbia, '71	70,000	27	Santana Custom, '68	15,500
43	Frers	90,000	26	Pearson, '79	7,900
42	Chapelle Schooner, '73	50,000	26	US, '81	7,500
41	Morgan Outland, '79	69,900	25	Cape Dory, '78	10,500
40	Rhodes, '50	30,000	25	Folkboat, '49	5,000
40	8 Meter Sloop, '43	25,000	25	Coronado, '67	3,300
39	C&C, '73	87,500	25	Yamaha, '78	14,950
38	Hinckley, '73	95,000	25	Pearson, '66	6,500
37	Fisher, '80	125,000	24	C&C, '78	Sold
37	Tayana, '78	68,000*	24	Gladiator, '65	6,000
37	Ranger, '73	39,500	24	J/24, '80	17,000
36	Islander, '72	30,000	23	Ranger, '74	Offer Pending
36	S2, '85	69,000	20	Cal, '67	3,200
35	Chey Lee Lion, '58	40,000			
35	C&C Landfall, '81	55,000			
35	Coronado, '72	30,000			
35	Hughes, '79	35,500			
35	Rafiki, '80	57,000			
35	Ericson, '73	30,000*			
35	Ericson, '78	38,000			
34	Wylie, '79	30,000			
34	Columbia, '73	32,000			
32	Westsail, '76	44,000			
31	Chey Lee Offshore, '73	30,000			
30	Catalina, '82	26,500			
30	Catalina, '80	25,000			
30	Catalina, '92	55,000			
30	Cal 3-30, '75	18,500			
29	Irwin, '80	Pending			
29	Cal, '70	12,500*			
29	Cal 2-23, '77	22,500			
29	Ericson, '71	14,500*			
<b>POWER</b>					
67	Garden MV, '60	339,000			
60	Blueswater, '90	299,000			
57	Chris Craft Constellation, '68	170,000			
49	Albin Trawler, '80	145,000			
46	Spoiler MY, '83	Sold			
43	Mathews, '66	39,000			
43	Pacemaker, '63	54,000			
42	Ponderosa, '85, immaculate	175,000			
41	Burnscraft, '81, SF	Offers/62,000			
40	Defever, '72 MY	65,000			
40	Golden Star Trawler, '84	105,000			
40	Monterey Trawler, '69	12,000			
39	Chris Craft Stinger, '85	53,000			
38	Hunter, '58	22,000			
36	Grand Banks, '65	44,000			
36	Anderson/Christofani, '29	185,000			
36	Viking SF, '64	42,000			
32	Grand Banks, '73	47,000			
31	Wellcraft, '79	39,500			

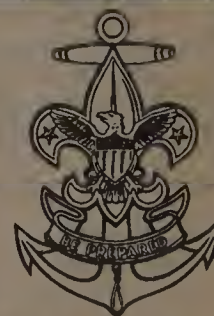
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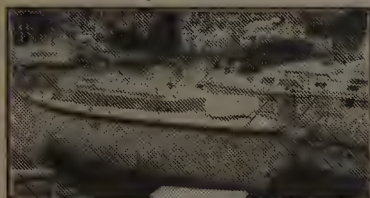
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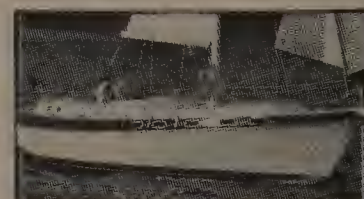
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Ketch rigged beauty! From stem to stern she's well equipped and in excellent condition.

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### POWER

25' C.C. Seahawk .....	29,900
26' Bayliner 2655, '92 .....	26,500
28' Contessa F.B. ....	24,500
29' Luhrs Tournament .....	58,000
32' Uniflite F.B. Sedan .....	54,900
34' Silverton Conv .....	84,000

### SELECTED LISTINGS

34' Bayliner Trophy .....	68,500
34' Carver Santiago .....	112,000
36' Carver Mariner .....	115,000
38' Bayliner, diesel .....	119,000
44' Bestway .....	158,000

### SAIL

22' O'Day (o/b & new jib) ....	2,500	31' Dufour .....	29,000
27' O'Day .....	13,500	37' O'Day .....	34,000
27' Catalina (AP ++)	9,500	37' O'Day .....	37,000
28' Islander, nice .....	18,900	37' Ericson .....	54,900
29' Ericson .....	14,900	39' Cal, hull #3 .....	41,500
30' Catalina .....	2 from 22,900	42' Golden Wave .....	119,000
30' Santana, clean! .....	19,000	44' Lancer Motorsailer ....	109,000

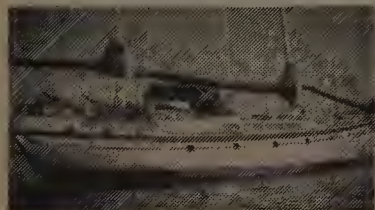


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NEW ON THE MARKET 43' SPINDRIFT Pilot House Motorsailer. Great cruising boat w/good accommodations & lots of storage. Well maintained by professional skipper/owner. Asking \$124,000.



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36' CATALINA 1985 diesel, dodger, roller furling. Autopilot, Loran, Two stateroom layout. Refer, propane stove; six sails. Ready to cruise. Asking \$54,900.



40' CALKINS WOOD world cruiser by American Marine. Diesel. Autopilot, VHF, wind speed, wind point, depth, knot. A good, fast cruising boat. Reduced to \$30,000.



53' CUSTOM STAINLESS STEEL, Center cockpit ketch. Built by Van Dam in Holland. 165 hp Volvo diesel, Gen, SSB, Weatherfax, A/C, 8 sails. \$1 million to duplicate. Asking \$240,000



30' CATALINA 1983. Diesel, roller furling, wheel steering, CNG stove, Loran, depth, knot. Recent rebuild on diesel. A nicely kept, clean boat. \$28,000.

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### SELECTED SAIL

30' Gemini, cat .....	\$67,500
32' Endeavour .....	\$27,000
34' Cal .....	2 from \$29,000
35' Custom Sparcraft .....	\$24,500
36' Catalina, '84, dsl .....	\$48,500
36' Columbia .....	\$21,500
36' Lancer .....	\$35,900
37' Shock, cat .....	\$98,000
38' Downeaster .....	\$49,900
40' C&C, '85 .....	\$96,500
40' Valiant, new bottom .....	\$92,500
44' Freedom .....	\$149,500
44' Lancer MS .....	Offers
45' Explorer .....	\$110,000
46' Islander Trader .....	\$139,500
46' Peterson Formosa .....	\$114,000
45' Garden Porpoise .....	\$58,000
46' Vagabond .....	\$195,000
47' Perry in PV .....	\$150,000
50' Foton, singlehand .....	\$165,000
51' S&S race/cruise .....	\$139,000
57' Islander, custom .....	\$199,900

### SELECTED POWER

30' Formula, '90 .....	\$56,000
32' Bayliner, '90/'87 .....	from \$69,900
33' Chaparral w/hydrolift .....	\$57,500
36' Sea Ray, dbl cabin .....	\$99,500
38' Pacemaker, Sdnf .....	\$49,000
42' Elegant MY, '87 .....	\$148,000
44' Pacifica Sf .....	\$179,000
45' Hatteras Sf .....	\$195,000
47' King Yachts Sdn .....	\$412,500
48' Uniflite Ytfs .....	2 from \$179,000
48' Offshore Sdn, 90 .....	\$350,000
48' Fexus Sdst, '88 .....	Offers
50' Ocean Alexander, trwl .....	\$190,000
51' Sea Ranger MY .....	\$229,000
53' Hatteras, MY & Sf .....	from \$225,000
58' Chris Craft, Sf, '86 .....	Offers
60' Hatteras CV .....	\$595,000
60' Vega Marina SF .....	\$495,000
75' Vic Frank MY .....	\$990,000
75' Westide MY .....	\$995,000
82' Ft. Bragg Custom .....	\$350,000

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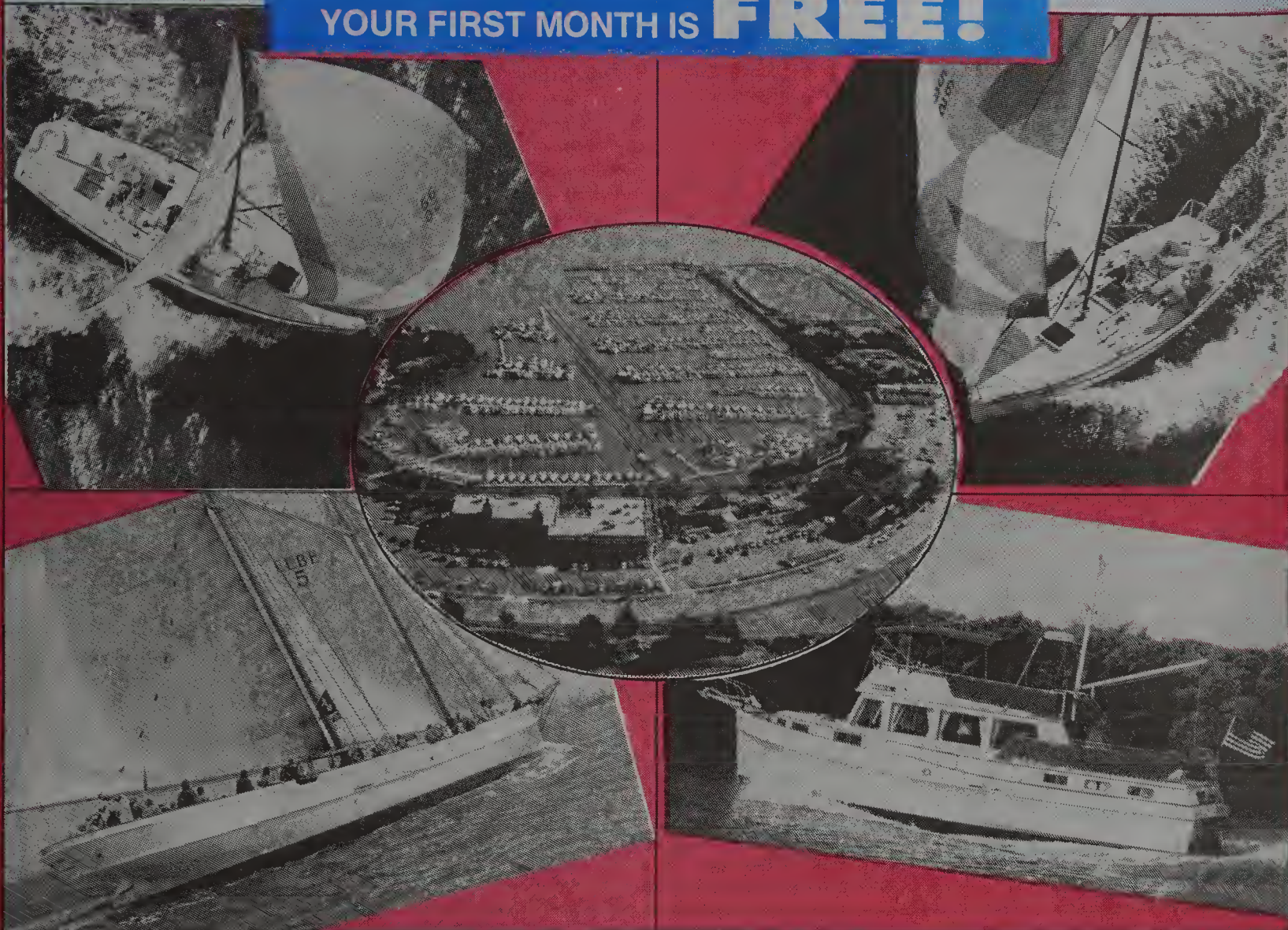






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Haulout Discounts

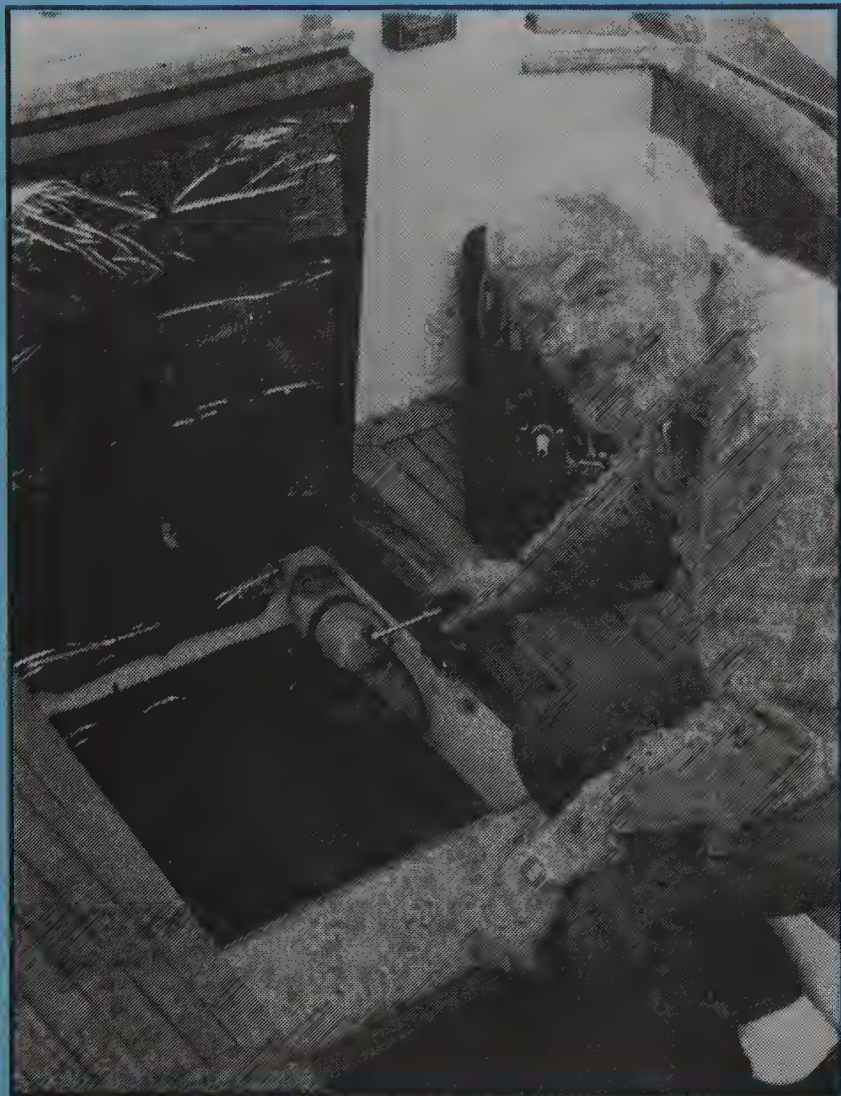
\*not good with other promotions

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- ~ Direct access to the Bay
- ~ Protective harbor
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# Nelson's Marine

*The Boatowner's Boatyard*



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### ENGINE SHOP

Repowering a 20 year classic racer requires knowledge, experience and ingenuity. Barry Herman, our master mechanic has guided our expanding engine department through many such challenging projects and the list of satisfied customers continues to grow. From minor repairs to complete rebuilds, Barry and his staff continue to provide the expert professional service Nelson's is proud to offer. If you have mechanical repairs to attend to, give us a call at Nelson's.

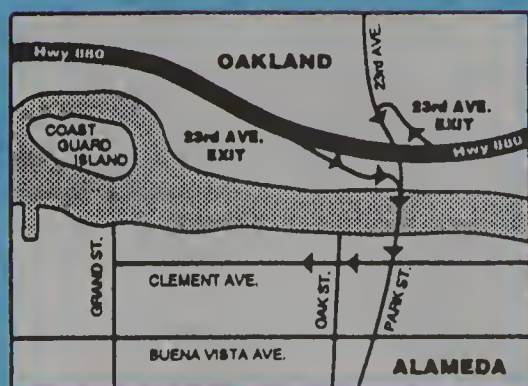
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If you need repairs at your slip, Nelson's new field service can be at your slip in minutes. Our first field boat has been active for months providing towing and at-your-slip service. The second boat will be on line within a couple of months. You save time and money no matter where you are located in the Bay. For oil changes to mechanical repair, our field service can be almost anywhere in minutes.

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